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AUTOWEEK®

 OCTOBER 26, 2015

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2016 Buyer's GUIDE



■ Alfa Romeo
Giulia Quadrifoglio



75 of the COOLEST, FASTEST, LARGEST, MOST COMFORTABLE, FUN, EXCITING, WELL-BUILT, ENTERTAINING and BEST new cars on the market today. And some others worth considering, too.

CRAIN

THE TALE OF THE ALL-NEW 2016 VOLT

AS TOLD FROM AN ENGINEERING AND DESIGN PERSPECTIVE.

We sat down with Executive Chief Engineer Pamela Fletcher and Executive Director of Global Design John Cafaro to talk about the engineering and design innovation that went into creating the revolutionary next-generation Volt.



*Preproduction model shown. Actual production model may vary.
Available Fall 2015.*



*Preproduction model shown. Actual production model may vary.
Available Fall 2015.*



*Preproduction model shown. Actual production model may vary.
Available Fall 2015.*



*Preproduction model shown.
Actual production model may vary.
Available Fall 2015.*



PAMELA FLETCHER

CHEVROLET EXECUTIVE CHIEF ENGINEER
ELECTRIFIED VEHICLES

What are some of the technological breakthroughs in the all-new Volt?

Customers tell us they love range, so we wanted to give them more range. We've fine-tuned the aerodynamics and drag coefficient, resulting in up to 53 miles of pure electric range¹; nearly 40 percent more than the current-generation Volt. The all-new Voltec propulsion system optimizes two new motors for prime power delivery, while increasing efficiency. Volt offers 420 miles of total range¹; without having to stop and plug in. The improvement in fuel economy and EV range will save time otherwise spent at the pump as owners can expect over 1,000 miles between fill-ups by charging regularly¹; providing a more convenient driving experience for our customers.

What are the other differences between the first- and second-generation Volt?

The first-generation Volt was a breakthrough vehicle, and the second-generation Volt takes that idea even further. Volt is the no-compromise electric vehicle with a gas-powered generator on board to take you hundreds more miles beyond its battery range. We worked around every system of the car to make it more efficient and the new vehicle is over 230 pounds lighter than its predecessor. We also have an all-new battery cell that delivers 20 percent more energy by volume². It's more energy dense but weighs 21 pounds less than the Gen I Volt with a lot more capacity.

**“Customers tell us they love range,
so we wanted to give them more range.”**

Pamela Fletcher

CHEVROLET EXECUTIVE CHIEF ENGINEER, ELECTRIFIED VEHICLES



JOHN CAFARO

CHEVROLET EXECUTIVE DIRECTOR
GLOBAL DESIGN

How did you approach exterior design for the all-new Volt?

When we started putting pencil to paper on the all-new Volt, we wanted something exciting-looking. We knew it was going to have four doors, but we really wanted something sleek with a coupe aesthetic. The biggest change from Gen I to Gen II from an exterior standpoint is that the car's just got a lot more attitude. We spent 340 hours in the wind tunnel, validating and tuning the exterior surface like you might tune a guitar, dialing in the notes just perfectly so they sound right. There is this hint of something beautiful and functional about the car's new shape. We made the all-new Volt more dynamic and more gestured. It's eco with an attitude.

What interior enhancements have you designed into the vehicle?

We added seating for five, which was important to our customers. Additionally, we added richer materials throughout the interior so it's more sculpted, swept and has a lot more movement. In the center stack, we made the controls more intuitive and added a new interface. Apple CarPlay³ is an iPhone® integration technology that allows you to conveniently access compatible apps on the Chevrolet MyLink touchscreen⁴. Chevrolet design has evolved through the years and we're looking at things totally differently. We're taking some risks along the way, but that's what makes life exciting.



¹ EPA-estimated 53-mile EV range based on 106 MPGe combined city/highway (electric) and 42 MPG combined city/highway (gas). Actual range varies with conditions. ² Comparison to the initial 2011 Volt battery cell.

³ Vehicle user interface is a product of Apple and Apple's terms and privacy statements apply. Requires compatible smartphone and data plan rates apply. iPhone is a trademark of Apple Inc., registered in the U.S. and other countries. ⁴ Full functionality requires compatible Bluetooth and smartphone, and USB connectivity for some devices.

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BY ADAM COOPER

DEPTS/COLUMNS

REVVED UP

UNDER THE HOOD

CORY FARLEY
Planning spontaneity
RACING ON TV
BUT WAIT, THERE'S MORE ...



Nissan Titan



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*Horsepower claim based on manufacturer published specifications. Class defined as the 2015 Audi A3 e-tron, 2015 BMW i3, 2015 Lexus CT, 2015 Chevrolet Volt, 2014 Honda Accord PHEV, 2015 Ford C-MAX, 2015 Nissan LEAF, 2015 Toyota Prius and the 2015 Mercedes-Benz B-Class ED. "Audi," "e-tron," "Truth in Engineering," all model names, and the four rings logo are registered trademarks of AUDI AG. ©2015 Audi of America, Inc.

CRYSTAL BALL

HERE'S WHAT'S COMING BEYOND 2016

BY AUTOWEEK STAFF

Q The 2016 new-car and -truck Autoweek Buyer's Guide begins on page 22, full of the latest and greatest you can buy starting, well, right about now, actually.

Is there anything to look forward to beyond that? We've gazed into our crystal ball, consulted our fortune tellers and worked the phones to our global moles.

Here's what we anticipate.

ALFA ROMEO

■ We look forward to driving the Giulia early next year; it just won our Frankfurt Most Fun award ("Big & Bad," Oct. 12). A midsize SUV follows in 2017. After that, things get a bit fuzzy—we might see a big sedan, a new coupe and a bigger SUV in 2018-19.

ASTON MARTIN

■ The DB9-replacing DB11 comes later next year, with a Rapide EV the year after. Vantage and Vanquish are new

for 2018, while the DBX crossover comes in 2019.

BENTLEY

■ The Bentayga SUV will debut as a 2017 model. Down the road, the Continental GT and GTC get reworked, and we expect a new Flying Spur in 2018.

BMW

■ After BMW's M2 and 3-Series plug-in (page 25), we also expect a redesigned 5-Series. Later in the year, the 4-Series is redesigned. A



Aston Martin DBX



Cadillac XT5

1-Series sedan comes in '17, along with a new X3, while 2018-19 will see a new 3-Series, X4, X6 and X7—a three-row crossover coming from BMW's South Carolina plant.

BUICK

■ A new, slightly bigger Verano and a bigger-though-lighter LaCrosse arrive later next year. Buick may also launch the

Envision crossover, filling the gap between the Encore and Enclave. There is talk of an Opel Adam-size minicar coming.

CADILLAC

■ Next year, Cadillac—finally—launches the SRX replacement—live from New York, it's the XT5. A rumored ATS convertible could come in

Bentley Bentayga



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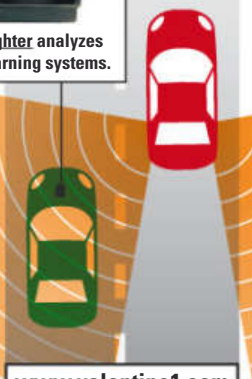
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START \ FUTURE CARS



Land Rover Defender



Acura SUV-X



Kia GT

'17 (possibly called CT4), along with the CT6 and small and large crossovers wearing rumored XT3 and XT6 badges, respectively. In 2018-19, we anticipate a slew of new Cadillacs, including a redesigned ATS (CT3?), a smaller CT2, a new CTS, a flagship sedan (possibly called CT7) and another small crossover (XT1).

CHEVROLET

■ An updated Corvette is expected later in 2016. As for the mid-engine Corvette rumors hanging around for, oh, 30 years, our spies say it's as yet undecided, and if it happens, we're talking 2020.

Down the road (like 2018-19), the Silverado (and GMC Sierra), Tahoe and Suburban (Yukon) get redone.

CHRYSLER/DODGE/RAM

■ The redesigned Town & Country comes in 2016, including a plug-in hybrid and a new Fiat-based small car called 100.

Chrysler is also launching two crossovers, a three-row in 2017 and a midsize in '18.

A Dart SRT comes late next year, while 2018 sees a new Charger and Challenger, as well as the Barracuda convertible and a Fiat-based small hatch possibly called Hornet. New Rams

are here in 2017 with heavy-duty versions in '18.

FIAT

■ The Miata-based 2017 124 Spider comes next year.

FERRARI

■ Maranello just launched the 488 Spider. Further out, we're looking at an F12 re-engineer, a GTO version and maybe the return of the Dino name in 2019.

FORD/LINCOLN

■ Ford's big news is, of course, the GT coming late in 2016 as a 2017 model (page 29). We might have a redesigned Focus in '18. Looks like 2019 is Ford's

SUV year, with Escape and Explorer redesigns.

Lincoln's Continental comes late next year on a stretched Fusion platform. Front- and all-wheel-drive versions are coming, as is a Lincoln-only 3.0-liter EcoBoost V6.

HONDA/ACURA

■ Honda will continue with its pickup—we expect a new 2017 Ridgeline early next year. The hot Civic Type R comes late next year, along with an Odyssey redesign and a new Accord in 2017. A stand-alone plug-in hybrid comes in 2018. Next in 2017, Acura launches another new model, a small HR-V-based crossover called the CDX,

Lincoln Continental





Infiniti Q30

previewed as the SUV-X at the 2013 Shanghai show.

HYUNDAI/KIA

■ Hyundai is sticking with the quirky Veloster—a 2017 model is coming next year, along with a redesigned Equus. A small crossover, based on the Chinese-market ix25, arrives in 2018 with the new Santa Fe the year after.

Kia is redoing the Rio, Sportage, K900 and Forte in the next three years. Remember the GT concept Kia showed in Frankfurt in 2011? A production version is expected to arrive in 2018.

JAGUAR-LAND ROVER

■ We've heard rumors of a Jag XE coupe (and maybe a wagon) coming after next year's 3-Series-fighting XE sedan and F-Pace crossover. The XJ is new in 2018, and there might be a coupe version coming in '19; so, too, might a three-row crossover called J-Pace.

Are we getting the Land Rover Defender? If so, we're looking at 2018 or so, maybe two- and four-door models.

JEEP

■ The new Wrangler is on tap for 2017, with perhaps



Jaguar XE



Jaguar F-Pace

a Wrangler-based pickup in 2018. The three-row Grand Wagoneer comes in 2019, developed alongside the new Grand Cherokee.

LAMBORGHINI

■ The strong-selling Huracán spawns a roadster in 2016, while the much-rumored SUV comes in 2018 or 2019.

MERCEDES-BENZ

■ Benz is one of the busiest automakers on the planet. Next year sees a redesigned C-Class coupe and E-Class sedan, along with the stunning S-Class convertible and C-Class convertible. The E-Class coupe and convertible are redone in '17 with a new CLS coming in 2018. Benz and Nissan are teaming on a midsize

pickup, but it's unclear if it is coming here. If it does, look for it in 2018. The AMG GT4, a new hot rod based on the '18 CLS, comes in 2019.

MAZDA

■ Two of our favorite cars—the CX-9 and Mazda 3—both get redesigned, the CX-9 early next year, the 3 in '18.

NISSAN/INFINITI

■ It looks like 2018 is big for Nissan, with redesigned GT-R and 370Z replacements, along with a new Leaf and Juke. Nissan is also toying with the idea of doing a Micra-based small car, perhaps in 2019. A new Rogue comes later next year. Infiniti's Q30 and QX30 arrive for 2017, both based on Mercedes-Benz A-Class architecture; the Q30 is a small hatch, the QX30 a small crossover. The Porsche Panamera-fighting Q80 luxury hatchback, shown as a concept last fall in Paris, arrives in 2018 or '19. The QX70 and -80 SUVs are expected to be redone in 2018.

PORSCHE

■ Next year, the re-engineered 911 (twin-turbo flat-six, new suspension) arrives, along with

START \ FUTURE CARS

a redone Panamera. In 2017, Porsche launches a Macan plug-in and redesigns the Cayenne, while 2018 sees the Pajun EV sedan (think smaller Panamera—we hear it has Mission E-like styling), and 2019 sees a new Boxster and Cayman.

ROLLS-ROYCE

■ After the Dawn convertible (page 36), a Phantom redesign comes later. We could also see a crossover before the end of the decade.

SUBARU

■ Subaru is launching a seven-seat crossover in 2017, with a dedicated plug-in hybrid and new BRZ in 2018.

TESLA

■ While the paint on the Model X crossover is still drying (page 37), Tesla is eyeing a Model S redesign. The Model 3 could come as early as 2017. Crossover and convertible versions follow in '18 and '19, supposedly.

TOYOTA/LEXUS/SCION

■ The long-awaited Toyota sports car (based on the FT-1 concept) looks on track for 2017, and we hear the super Supra, developed with BMW, could use the Le Mans car's supercapacitor energy storage system. A new Camry comes in 2017 (with a turbo four in place of the V6 and a CVT), as well as new 4Runner—it gets the Tacoma's Atkinson-cycle V6—and a new Land Cruiser.

Lexus has new LS-based coupes in 2017, the LC500 and LC500h. Lexus also has a new three-row crossover, the TX, coming late next year as a '17.

VOLKSWAGEN/AUDI

■ Much of VW's plans are up in the air thanks to its diesel issues. We were looking for the Dune/Dune convertible next year, along with a Golf wagon Alltrack. A new Jetta and Tiguan come in 2017, along with the anticipated U.S.-built three-row crossover.

Since we've seen Audi's redone A4, R8 and Q7, we await A5 and Q5 redesigns,



Porsche Mission E



Toyota FT-1

with the A8/S8 redesign the year after that. In 2018, Audi has new A6s and A7s and S counterparts. The Q8, sort of a Q7 coupe, comes in 2019.

VOLVO

■ Volvo says it is going to have seven new or redesigned cars

and SUVs by the end of 2017, including the S90 (replacing the S80) and the wagon version of that car, the V90 and Cross Country, as well as XC60, a small crossover.

Automotive News contributed.

Volkswagen Dune



REMEMBERING DENISE

CELEBRATING A LEGEND'S LIFE WITH A SPECIAL DAY

BY KEN GROSS

A MID TEARS AND SMILES, about 100 friends and family members gathered in Santa Fe, New Mexico, Sept. 26 to fondly remember the late Denise McCluggage, who died May 6 (Autoweek, May 25). Fourteen years ago, Denise initiated the "Tuesday Car Table" at the Santa Fe Bar & Grille, making it the fitting place for many heartfelt tributes—they just kept on coming. Automotive historian Michael Lynch read a letter from noted photographer (and Denise's long-time friend) Tom Burnside, interrupted when Burnside himself phoned in to add more memories. "She was the sister I never had," he said.

Luigi Chinetti Jr. told everyone how much his father liked and respected Denise. In an era when female race-car drivers were hardly encouraged, three-time Le Mans 24 Hour race winner and North American Racing Team founder Luigi Sr. recognized Denise's ability. Chinetti's judgment was confirmed when Denise won the GT Class at Sebring in 1961 in a Ferrari 250 GT Short-Wheelbase Berlinetta, driving 10 of the 12 hours (!) because her co-driver, Allen Eager, wasn't feeling well.

Denise's 1959 appearance on the TV game show "To Tell the Truth" was mentioned, wherein a celebrity panel had to guess which of three contestants was the real McCluggage. Female race-car drivers and sports writers (she was both) were thin on the ground in that era, so Denise was not exactly a household name ... yet.

"Tuesday Car Table" regular J.P. Gonzales called Denise "larger than

life," adding, "she had the gift of making you feel you were the most important person in the world."

Denise's sister, Pat Dickinson, and her husband Ray were in the audience, along with many family members, including Tyler Johnson, Denise's nephew, who thanked everyone and said, "You're all family to us." Denise's nieces and nephews told about having "Aunt Denny" teach each one of them to drive. Jazz impresario and clarinet wizard Eddie Daniels was one of several speakers who recalled Denise's friendships

with stars like Dave Brubeck and Miles Davis. Lyn St. James, herself a noted competitor, praised Denise for paving the way for women in auto racing.

Beverly and Dennis Little—founders of the Santa Fe Concorso and Denise's close friends—helped organize the tribute. The Denise McCluggage Award trophy, a white racing helmet with red polka dots, was later presented

to Albuquerque's Jonathan and Eileen Brinkerhoff and their 1947 MG TC roadster. Denise owned an MG TC in her early years and bravely drove it through New England snowstorms while she covered sporting events for The New York Herald Tribune.

An official proclamation from Santa Fe Mayor Javier Gonzales declared Sept. 26 Denise McCluggage Day. For those of us who knew and loved Denise, the two-hour tribute was a special chance to remember a lady who led by example, wrote like an angel, drove like a demon (even in her later years) and touched countless lives. 🍷



The program from this year's Santa Fe Concorso, featuring our own Denise



"Cadillac in NYC: Pure. Unadulterated. Class." But Wait, There's More..., Sept. 28

You forgot to mention the highly collectible and PRICELESS Cadillac Louis Vuitton Edition! Came complete with matching luggage. Lightly driven in the Mel Brooks masterpiece "High Anxiety," and then it disappeared! Get somebody on the case and track this down in some warehouse in Hollywood.

SJ Sherman, Bethesda, Maryland

The 2015 Truck Issue, Sept. 28

Thank you for putting together this latest Truck Issue. Many people nowadays are confused by what a truck really is, but you definitely know the true definition of the word.

Matt Stoffregen, via email



From Autoweek's Twitter @AutoweekUSA

Mario Andretti doesn't necessarily agree that Formula One is broken, warns against major changes. bit.ly/1j0rkf4

@adiljal: When the Racers' Racer speaks, all should listen carefully to his wisdom and beliefs. Yes, even Bernie!



WHAT GETS YOU REVVED UP?

Check us out on social media. Send comments, questions to awletter@autoweek.com



Horseshoe Bend near the Grand Canyon, one of many potential stops.

ISTOCK

A TRIP THIS FALL? SOUNDS LIKE A PLAN

FALL IS INCHING DOWN the mountainside I see from my kitchen window. The first hint of color touched the peak a week ago and it's moved slowly closer. We haven't had a hard freeze, but you can feel it getting ready. (Climate observation: When we moved to 4,900 feet above sea level 30 years ago, the average first killing frost for garden purposes fell on Sept. 15; for three years running now, I've picked tomatoes the third week in October. Make what you will of that.)

The official "unofficial end of summer" in this tourist-rich area (think Lake Tahoe and the central Sierra Nevada) is behind us and the crowds have left, but the best of the year's weather lies ahead.

"The geeks are gone," says a friend who runs a bike-rental business in summer, then converts to ski touring for winter. "And the other geeks won't be here until Thanksgiving."

It's the way of the West, a fact I'm glad tourism bureaus do not promote. Into this slot of 75-degree days, cool nights, sunshine and uncrowded roads, I try to cram five weeks of what most people do from June to August. When our kids were at home, we took them out of school for "family activity." Now I send them postcards: "Having wonderful time. Too bad you're at work."

Most years we drive, and mostly we're itinerary-free. A vague idea is fine—up toward Oregon or down around the Grand Canyon. More times than not, I just go, without even a clear idea which way I'll

turn at the end of the driveway.

This hasn't been without issue. The novelist with whom I share a toothbrush rack is a planner, dividing her day into precise segments. It was hard at first for a person who puts "Starbucks w/Suzy, 11:15-11:40" in her cellphone to get used to "Santa Fe Tues or Wed?" scrawled on ... well, not scrawled anywhere, but fixed in my mind unless something else comes up. She's made progress and sometimes even goes two or three hours without checking her schedule.

Fair warning, though: We live in a structured age. For every person who muses, "Oh, that sounds fun," there will be six who ask, "What if you can't find a place to stay?" or fret about the nightlife in Koosharem, Utah. I've quit trying to explain that minor uncertainty is part of the adventure; I just tell them, "We'll keep going until we do," and that the Koosharem Cafe is open until 7.

Actually, crowding is rarely a problem. One year, we went up the Oregon coast with the kids, intending to use the state's excellent campgrounds. In the offseason, campsites were \$15 a night and decent motels \$27. The sleeping bags never came out of the trunk.

We're pretty busy this fall, and I hadn't planned to go. The novelist has a book coming out, the roofers will be here, I've got to do something about painting the trim. Still ... a few days—go up toward Oregon or down to Santa Fe. Maybe hit the Grand Canyon on the way by.

—cfarley@autoweek.com

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EVENT \ RENNSPORT REUNION V

FIFTH TIME'S A CHARM

2015 PORSCHE LOVEFEST WAS THE BEST ONE YET

BY MARK VAUGHN

Q THEY WERE LOADING UP the trailers in the paddock as we wrote this, the great Porsches of Porsche Past being hauled off and flown away to the four corners of the Earth from which they all came. There were 320 of them officially registered to be driven on the racetrack and parked in Mazda Raceway Laguna Seca's paddock; there were 1,400 of them in the official Porsche Corral between turns three, four and five; and there were countless thousands of them being driven all over



Every era of Porsche race car was represented at Rennsport Reunion V, from the 934s and 935s of the Group 5 Carrera Trophy (above) to the scary 917 (right) and the mighty 962 (lower left). Grand old 356s (lower right) competed in the Gmund Cup. There were 75 official racing legends present, too, like 917 driver Vic Elford.



Monterey Peninsula during the three days that Porsche Rennsport Reunion V officially turned all or most of the otherwise bucolic golf-and-sea-otter paradise of Monterey, California, into a little slice of greater Stuttgart.

There was even an oom-pah-pah band on Sunday.

Why? Why do so many car enthusiasts love Porsches so much, enough that they would gladly travel and send their best cars halfway around the world to get a glimpse of their favorite drivers?

Who knows? The cars are fast, sure-footed (if you don't count the lift-throttle oversteer on those early 911s) and they look great. But mostly, they were and are fast.

Porsches have won an awful lot of races the world over, and not just the club autocrosses, but the real, long-distance endurance sufferfests. Most pointedly, that one at Le Mans, where the Stuttgart crest has won class and overall victories for six decades.

In that time, the Germans have gar-

nered a long list of followers, fans and fanatics. So every three or four years, the owners, wannabe owners, drivers, racing heroes and even the engineers who built and tuned the great Porsches to victory all come together in this most unique of car-club concords, Rennsport Reunion.

Sure, there are other gatherings of other clans: There are things like Seven Stock for Mazdas, Fabulous Fords Forever for Fords and even the Saturn Homecoming for ... oh wait, they don't have that anymore. But there really is



Clockwise from top: A 911 backs out of the trailer in the fog; a Carrera 6 locks 'em up under the bridge; 962-era driver Derek Bell sits in the modern 919; a squadron of 934s and 935s plummets down the Corkscrew; the Martini & Rossi livery was also well represented.



nothing as devoted to engineering perfection and racing glory as Rennsport Reunion. It brings people together.

And together people were. Over the course of three days, almost 60,000 attendees paid between \$70 and \$90 to wander through the paddock, ogle the cars, climb up to the Corkscrew and watch 962s, 911s and 908s roar through the twisting drop, and then wait in line to get an autograph from the rows of smiling racing heroes brought here for the celebration.

"I'm delighted to be here," said 1971

12 Hours of Sebring-winning Porsche 917 driver Vic Elford.

Porsche North America CEO Detlev von Platen "is very passionate about this brand, and in corporate America sometimes, that's not the case," said Jackie Oliver, who also drove a 917. "To do something like this is fantastic. I do a lot of these things, and they're so courteous and so gracious here. The whole event has an ambience that is unmatched. Maybe at Goodwood, but nothing is as friendly and iconic."

"The first and last cars I won Le Mans with are here, the Jules 936 and the No. 17 Rothmans 962, which I drove with Hans Stuck," said five-time Le Mans winner Derek Bell.

"It's completely magic," said Porsche's von Platen.

And maybe, just maybe, with a little more magic, they'll have another one. But for now, let's just say *danke* and *auf wiedersehen*, baby.

Maybe we'll do it again in another three or four years. 🍀



\\ MARKET 1981 FERRARI 308 GTSi

Bonhams "Preserving the Automobile: An Auction at the Simeone Foundation Automotive Museum" sale, Philadelphia Oct. 5, 2015

■ Red with white lower front bumper, black leather interior. 205-bhp, 2,927cc 32-valve SOHC V8, Bosch K-Jetronic fuel injection, five-speed manual transmission. Abysmal paint; it is dull and faded, and many spots appear as if they were bleached.

That white Koenig bumper is not there for looks, but it does draw some attention away from the paint. The interior, which features new seats from 2012, has some dryness but is not beyond hope. In fact, it's a bit of a highlight here.

Texas inspection sticker from 2009 and a Travis Air Force Base windshield sticker hint that perhaps rust might not



be a problem—which is even more good news.

SOLD AT \$33,000

Is buying a car with bad cosmetics akin to getting the cheapest house in an expensive neighborhood? Perhaps. If you have looked at a number of similar cars offered, and cosmetic problems are not a concern, then a car similar to this one can certainly be in the running.

But, a little more bad news before a final spot of good: This 308 also has an odometer problem. There is a discrepancy noted in

the title chain, and the early history of the car is mostly unknown.

And that last bit of good news? Well, the 308 GTSi model is quite low production, with a scant 1,743 built in 1980, 1981 and 1982. This is a steel-bodied, U.S.-legal car, and the miles are still quite low at under 30,000 (assuming the odometer reading can be trusted).

Perhaps the best news is the price. If the mechanicals check out, this was a good buy. We're unlikely to find a cheaper 308 GTSi anytime soon. But that paint ... —DAVE KINNEY



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RDX with Advance Package shown. *20 city/29 highway/23 combined mpg rating for RDX FWD model. Based on 2016 EPA mileage ratings. Use for comparison purposes only. Your actual mileage will vary depending on how you drive and maintain your vehicle. ©2015 Acura. Acura, RDX, and the stylized "A" logo are registered trademarks of Honda Motor Co., Ltd.



RDX

\\ 2016 CHEVROLET CAMARO

FINISHING SCHOOL

SIXTH-GEN CAMARO GETS NIPPED AND TUCKED, LEARNS SOME MANNERS

BY JAKE LINGEMAN



Q THE SIXTH-GENERATION Chevrolet Camaro is lighter, faster, quieter and smarter than all that came before. It's better put-together, now rides on Cadillac underpinnings and, for the first time, has a better power-to-weight ratio (8.09 pounds per horse) than its mortal enemy, the Ford Mustang (8.51).

The historically heavy and brutish pony car is dangerous-

ly close to being called *sophisticated*. Why?

For starters, Chevy trimmed a lot of fat. In fact, the V6 model is 294 pounds lighter than last year's car, the V8 223 pounds less and the new turbo four 390 pounds lighter than the last V6. General Motors did this using aluminum where possible, and the car sits on the Cadillac ATS' rear-drive chassis, making the Chevy's

body-in-white 20 percent lighter than when it sat on the old Zeta platform. No part was left unchecked: The wheels are a half-inch wider but 6 ounces lighter, and extra threads were trimmed off long bolts.

The exterior loses some visual mass. The headlights and grille are narrower, the air intake is more pronounced and sleek, and LEDs replace the old-school fog lights. In

back, the bumper protrudes a bit more while the taillights tilt upward. The new Camaro is now tailored into a slim-fit suit—it's cut close around the thighs and midsection, but makes you feel tall, lean and good-looking.

More-modern engines are available under the power-domed hood. The base model's four has an aluminum head, direct injection and turbocharging to



make 275 hp and 295 lb-ft. The dual-overhead cam V6 delivers 335 hp and 284 lb-ft, up 13 hp and 6 lb-ft over last year's.

Finally, the hot SS trim, having worked with slightly detuned Corvette engines most of its life, now lays down 455 hp and 455 lb-ft, only a few ticks behind America's favorite sports car—the last SS arrived with 426 hp and 420 lb-ft of torque. All are offered with a Tremec six-speed manual. Those putting money down on an automatic get GM's new high-tech eight-speed.

Historically, pony cars haven't been the best handlers; they didn't "go around corners" quite right. The SS aims to end that talk with double lower ball joints, MacPherson struts and an antiroll bar in front, and an independent five-link in back.

GM's Magnetic Ride Control is optional on the SS—thankfully, it was installed on our tester. "Oh, your Ferrari has iron particle-filled adjustable shocks? So does my Camaro."

The SS is quiet when cruising, restrained even. In sixth gear, there is little muffler noise; even at 120 mph, you can have an easy conversation with the well-dressed passenger next to you. Now, we're not saying you

should, but you could.

As good as Magnetic Ride Control is on the track, the street is where the optional suspension (\$1,695) really shows its worth. Many of the curvy roads in mid-Michigan are also wavy, giving each corner a chance to bound and rebound independently. Even on the gas, at least with the wheels pointed straight, everything feels stuck to the road.

Compared to the old Camaro, gen six seems light and fleet of foot. Steering is quicker, more responsive. It certainly doesn't hurt that this SS weighs 3,685 pounds (the old car was 3,908).

Since this is such an important car for GM, we decided that a standard road test wouldn't be enough. Accordingly, we took the Camaro to Michigan International Speedway to shake it down at high speeds and hard angles on a beautiful, sunny fall day.

On the track, the SS puts down 45.1-mph runs in consistent, well-balanced fashion through our tight, 490-foot slalom course. The traction control kicks in a little too much when fully on, but a double tap of the button sends it into competitive mode, which allows help only when the car gets too sideways.

Steering weight is medium in





sport. That, the throttle, shift patterns and the shocks all adjust with the drive modes. There is no understeer really, just buttery smooth, predictable tail-wagging, becoming more fun as the tires warm up.

At no point do we feel like the car wants to go all the way around. It just takes a little steering correction and maybe a tiny lift off the gas pedal. On the 200-foot skidpad, we pull 0.87 g, but we sense that the car is capable of pushing even further.

Power comes on smooth and linear like the Corvette and, without boost, stays that way to the 6,000-rpm peak. Chevy claims a quarter-mile time of 12.5 seconds; we got close, logging our best run in 12.7 seconds at 112.8 mph. The dual-mode exhaust (\$895) opens up at about 3,500 rpm and gets loud—the only time the car acts uncivilized for us. Clutch effort is just about

right, but the catch point is a little broader than we'd like. The new stick shift and linkage are great, a full step ahead of the outgoing car's setup. Throws are short and crisp, with no flex. The cupholders are offset, so a couple 20-ounce pop bottles won't intrude on your shifting.

The gas pedal is a little low for heel-toe downshifts, but with the right amount of foot contortion, it can be done.

The interior is revamped for 2016. The throwback analog gauges are gone. In their place are two big vents with heat controls and a dozen or so buttons, which are a little too small to hit while driving.

Either a 7- or 8-inch touchscreen dominates the upper central dash, depending on the car's package.

Apple CarPlay is available; an Android system is coming. A new flat-bottom steering wheel replaces the old round

one. The sport seats we tested are comfortable, heated and cooled, and have a good amount of bolster in the lower section. The back is cramped—we wouldn't advise living there for any long period of time.

The SS starts at \$37,295, including destination. The V6 is \$28,490 and the turbo four \$26,695, making it competitive with the Blue Oval. Unlike the Mustang, though, the four-banger is the base engine, and the V6 is the upgrade. The eight-speed automatic will set you back \$1,495, if you're interested in that type of thing.

Sophistication is borne on the inside. That means a new set of clothes isn't enough. But when a car's guts are as buttoned up and as smoothed out as the exterior, then we have something to talk about.

In the '16 Camaro, we can talk about it at 120 mph. 🏁



CHRIS AMOS

2016 CHEVROLET CAMARO

ON SALE: End of 2015
BASE PRICE: \$26,695
DRIVETRAIN: 2.0-liter, 275-hp, 295-lb-ft turbocharged I4; RWD, six-speed manual
CURB WEIGHT: 3,339 lb
0-60 MPH: 5.5 sec (mfr)
FUEL ECONOMY (EPA CITY/HWY/COMBINED): 21/32/25 mpg (est)

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2016 BUYER'S GUIDE

CAR CRAM SESSION

WELCOME
TO YOUR
CLIFFSNOTES
GUIDE TO
WHAT'S NEW
FOR 2016

BY AUTOWEEK STAFF

 This year's Autoweek Buyer's Guide is bigger and more complete than ever. With automakers scrambling to offer something for every conceivable buyer, we've got a bumper crop of new or substantially updated cars, trucks, SUVs and crossovers to get through. As car people, there's a lot for us to be excited about.

But, while not every one of the 70-plus cars listed on the following pages is going to occupy your post-lunch daydream session, we know you're constantly asked for car recommendations.

So think of our buyer's guide as your own personal CliffsNotes. Now get studying.



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Acura NSX



Acura RDX



Acura MDX

ACURA MDX

HIGHLIGHTS: The MDX comes with a new nine-speed transmission and a push-button gear selector that frees up space in the center console. A new Super Handling All-Wheel Drive system uses a twin-clutch design, delivering enhanced torque transfer. The Advance trim offers remote start, head-up warning and a suite of safety features and driver-assist technologies.

BASE PRICE: \$43,785

OUR OPINION: One of the best-selling three-rows gets even better.

ACURA NSX

HIGHLIGHTS: The NSX has been hit with numerous delays, but this year we'll see it on the road and in person. The holdup stems from Acura's decision midway through the car's development to switch from a transverse-mounted, naturally aspirated V6 engine to a longitudinally mounted, twin-turbocharged V6—a big chore for any automaker.

BASE PRICE: \$150,000 (est)

OUR OPINION: It's not a huge stretch to say it's likely worth the wait.

ACURA RDX

HIGHLIGHTS: Acura updated the appearance of the RDX and

added its cool Jewel Eye headlights and LED taillights with light piping, all of which does a good bit to spruce up the front and rear fascias. The front bumper gets a few extra character lines, and the fog lights now have mesh inserts and a protruding border. Power comes from a new version of the company's 3.5-liter V6. It now produces 279 hp and 252 lb-ft of torque.

BASE PRICE: \$36,190

OUR OPINION: The popular ute gets a mild refresh; a bigger redo comes in a couple more years.

ALFA ROMEO GIULIA

HIGHLIGHTS: The new Giulia Quadrifoglio sedan will use a 510-hp twin-turbocharged V6 from the Maserati/Ferrari stable of engines to do battle with its rivals from Germany. The high-zoot four-door will be the first version to debut in the U.S., followed by less-powerful examples. An all-wheel-drive model will come later.

BASE PRICE: \$60,000 (est)

OUR OPINION: A great second act to the 4C.

ASTON MARTIN DB9 GT

HIGHLIGHTS: The latest DB9 works with a 6.0-liter V12 making 540 hp and 457 lb-ft

Alfa Romeo Giulia Quadrifoglio





Aston Martin DB9 GT



Audi A3 Sportback e-tron



Bentley Continental GT



Audi TT

of torque fed through a six-speed paddle-shift transmission. It comes with new 20-inch wheels, front splitter and rear diffuser, and a sport exhaust. Aston's AMi II infotainment system is standard, including text-message integration, and power and torque displays. It replaces the basic DB9.

BASE PRICE: \$202,775

OUR OPINION: Aston put everything it knows into the GT, and it knows a lot about making a kickass touring machine.

AUDI A3 SPORTBACK E-TRON

HIGHLIGHTS: The A3 plug-in hybrid comes with a home charger and is offered with residential solar-panel installation. The gas-electric powertrain delivers 204 hp and charges in as little as two hours, 15 minutes. A regular 110-volt charge will take about eight hours. A 1.4-liter TFSI

four complements the battery/electric setup.

BASE PRICE: \$38,825

OUR OPINION: You could buy a lot of gasoline with the hybrid premium price (but maybe that's beside the point).

AUDI TT

HIGHLIGHTS: The Audi TT is back and has more angular styling in the front and rear. The base TT gets a 2.0-liter turbocharged four making 230 hp and 273 lb-ft of torque. The upgraded TTS comes with 310 hp and 280 lb-ft. A six-speed dual-clutch transmission is standard. Audi's drive select system, which switches between comfort, normal and dynamic modes, is standard on the TTS, optional on the TT.

BASE PRICE: \$43,825

OUR OPINION: A few more ponies will make this stylish coupe even more fun to drive.

BENTLEY CONTINENTAL GT

HIGHLIGHTS: The Continental GT gets a major overhaul, with new front fenders, front and rear bumpers, radiator shell, wing vents and trunk lid. W12 cars receive a new twin-turbocharged engine that churns out 567 hp. A new variable displacement system increases fuel economy and reduces emissions. Three new exterior colors and two fresh interior ones are also offered.

BASE PRICE: \$201,225

OUR OPINION: The Continental is getting long in the tooth; these cosmetic changes give it a fresh feel.

BMW 330e PLUG-IN HYBRID

HIGHLIGHTS: A plug-in hybrid joins the 3-Series lineup for the first time. It is powered by a hybrid drive system delivering 250 hp and 310 lb-ft of torque.

Acceleration is brisk, according to BMW, with 0-60 times in the six-second range. Top speed is 140 mph. The 330e is capable of traveling 22 miles in all-electric mode.

BASE PRICE: \$40,000 (est)

OUR OPINION: In today's world, adding a hybrid to your lineup is a necessity.

BMW 7-SERIES

HIGHLIGHTS: BMW made the most spacious 7-Series to date for 2016. The car is 206.6 inches long, allowing for reclining rear seats. Carbon-fiber reinforced plastic panels were used to help shave weight off of the passenger compartment. Engine choices are model specific, with the 740i coming standard with a 320-hp, 3.0-liter turbocharged straight six, and the 740ix has a 4.4-liter twin-turbo V8 producing 445 hp.

BASE PRICE: \$82,295



BMW 7-Series



BMW 330e Plug-in Hybrid

2016 BUYER'S GUIDE



BMW X1



BMW X5 XDrive40e



Buick Cascada



BMW M2

OUR OPINION: Find a driver—this baby has reclining rear seats!

BMW X1

HIGHLIGHTS: The second-generation X1 is roomier and more efficient than the last. At launch, only a 2.0-liter turbocharged four will be offered, making 228 hp while connected to an eight-speed automatic. Standard equipment includes fog lights, alarm with remote-controlled central locking and keyless engine ignition, electrically adjustable and heated exterior mirrors, a multi-function leather steering wheel, Dynamic Cruise Control and a rain sensor that includes automatic headlight control. **BASE PRICE:** \$36,345 (est) **OUR OPINION:** BMW makes some of the most fun-to-drive crossovers (or, ick, "Sports Activity Vehicles," in BMW-speak), and we expect no less from this X1.

BMW X5 XDRIVE40e

HIGHLIGHTS: The company's first plug-in ute will join the lineup in 2016. The X5 hybrid uses a 2.0-liter turbo four along with an electric motor and lithium-ion battery for motivation. It can travel about 13 miles on electricity alone. In total, it makes 308 hp and 332 lb-ft of torque. Preliminary estimates put EPA mileage at 55 mpg-e. Installing a BMW charging station puts the charging time at 2 hours, 45 minutes. **BASE PRICE:** \$63,645 (est) **OUR OPINION:** Looks good without broadcasting its hybrid-ness.

BMW M2

HIGHLIGHTS: The rear-wheel drive, hopped-up M version of the 2-Series will arrive early next year. We expect power to come from the company's new 3.0-liter turbocharged six. Output should be rated at around 370 hp, so as not to step on the M4's toes. A six-speed manual or seven-

speed dual-clutch will transfer power rearward.

BASE PRICE: \$55,000 (est)

OUR OPINION: The regular 2-Series is a riot; this should be sublime.

BUICK CASCADA

HIGHLIGHTS: The new Buick Cascada convertible debuted at the Detroit auto show with a 1.6-liter four making 200 hp. The Cascada's wheelbase sits it right in between the Verano and Regal. It features a 7-inch touchscreen, Siri Eyes Free and a Wi-Fi hotspot. The folding top lowers in just 17 seconds at speeds up to 31 mph.

BASE PRICE: \$33,990

OUR OPINION: A very rare breed: a good-looking American convertible with room for four.

BUICK ENCORE SPORT TOURING

HIGHLIGHTS: The new Encore comes with a direct-injection 1.4-

liter turbo four and new exterior features such as a rear spoiler, 18-inch aluminum premium-finish wheels and body-color door handles. The turbo four is part of General Motors' new global family of small Ecotec engines aiming to balance performance, efficiency and refinement. GM says low- and midrange grunt is particularly improved. A six-speed automatic is standard. **BASE PRICE:** \$29,420 (est) **OUR OPINION:** Adding another trim to a strong seller? Always a good idea.

CADILLAC ATS-V

HIGHLIGHTS: The 464-hp ATS-V is a true American competitor to the BMW M3s and C63 AMGs of the world. It's the lightest car in the competitive set and features either a six-speed manual or eight-speed auto sending power to the back wheels. A limited-slip differential is standard. Bodywork from the A-pillar for-



Buick Encore Sport Touring



Cadillac ATS-V



Cadillac CTS-V

ward, including the carbon-fiber hood, is specific to the ATS-V.

BASE PRICE: \$61,460

OUR OPINION: The German luxury sports-car market has officially been put on notice.

CADILLAC CTS-V

HIGHLIGHTS: The return of the CTS-V includes a 6.2-liter supercharged V8 sourced from the Chevrolet Corvette Z06. An eight-speed automatic sends power to an electronic limited-slip differential in back. Magnetic Ride Control, the company's adjustable suspension setup, is standard. The V—which shares its Alpha platform with Cadillac stablemates ATS and CT6—tops out at 201 mph off the factory floor.

BASE PRICE: \$85,990

OUR OPINION: Just your ordinary, run-of-the-mill, 200-mph super-sports sedan.

CADILLAC CT6

HIGHLIGHTS: The Cadillac CT6 will be a “halo” sedan for the company, arriving with night vision, park assist, massaging seats and Wi-Fi. Base models get a 2.0-liter turbo four making 265 hp; upgraded models have the 335-hp 3.6-liter V6; and top models come with the new 3.0-liter twin-turbo V6. That engine, shared with the CTS Vsport, delivers 400 hp. All are paired with eight-speed automatic transmissions.



Cadillac CT6



Chevrolet Cruze



Chevrolet Volt

BASE PRICE: \$70,000 (est)

OUR OPINION: A true luxury sedan ready to compete with the best in the world.

CHEVROLET CAMARO

(See page 18)

CHEVROLET CRUZE

HIGHLIGHTS: The fun Cruze sedan shed 250 pounds from the last generation. A new 1.4-liter Ecotec four makes 153 hp and 177 lb-ft of torque. Six-speed manuals and six-speed automatics are

available. Google's Android Auto and Apple CarPlay sync your phone to the main entertainment screen. A group of high-tech safety features is also available.

BASE PRICE: \$17,000 (est)

OUR OPINION: Another good small car in a segment full of 'em.

CHEVROLET MALIBU LIMITED

HIGHLIGHTS: For 2016, the Malibu grows in size, featuring a wheel-base that's 3.6 inches longer than the outgoing model while growing 2.3 inches in length. The new model also sheds some 300 pounds compared with model year 2015. A 1.5-liter Ecotec turbo powers the base model, producing 160 hp while delivering 37 mpg on the highway. A turbocharged 2.0-liter, making 250 hp, is optional.

BASE PRICE: \$23,440

OUR OPINION: Getting a sedan this size near 40 mpg is a feat in itself.

CHEVROLET VOLT

HIGHLIGHTS: The second-gen Volt gets a bump in EV range to 53 miles, with a total range of about 420. A new design softens the sharp edges, while Apple CarPlay keeps things interesting in the cabin. Everything from charging the battery to checking the charge status to the instrument panel controls was redesigned for easier use.

Chevrolet Malibu Limited



2016 BUYER'S GUIDE

BASE PRICE: \$33,995

OUR OPINION: The Volt goes one step further to be the only car you'll ever need.

CHEVROLET EQUINOX

HIGHLIGHTS: The new Equinox gets most of the same upgrades as its stablemate, the GMC Terrain. The front and rear get restyled, more safety features are offered and a new center stack makes its debut with more storage space. A 2.4-liter four is standard; a 3.6-liter V6 is optional. Towing is rated at 3,500 pounds. The standard MultiFlex rear seats slide fore and aft almost 8 inches.

BASE PRICE: \$23,495

OUR OPINION: One of Chevy's most popular picks adds more value for 2016.

CHEVROLET SILVERADO/ GMC SIERRA

HIGHLIGHTS: The Silverado/Sierra pickups get a significant redesign for 2016 with a new front end, hood and lighting effects. Eight-speed automatics proliferate throughout the range, while an updated MyLink system supports Android Auto and Apple CarPlay. More safety technologies are also available.

BASE PRICE: \$29,000 (est)

OUR OPINION: Will the single headlights turn off the Bowtie loyal? We'll soon know.

DODGE VIPER ACR

HIGHLIGHTS: The new aerodynam-

ic bits are the highlights. The American Club Racer returns with a raised and expanded rear wing, a massive front splitter and winglets at the front corners, all in pursuit of the fastest lap time. A V10 lays down 645 hp and 600 lb-ft of torque in a package weighing just 3,392 pounds. It can be driven on the street, but just barely.

BASE PRICE: \$122,490

OUR OPINION: If you plan on tracking it, get the six-point harness.

FERRARI 488 GTB/SPIDER

HIGHLIGHTS: Ferrari has stepped away from naturally aspirated engines in lieu of a twin-turbocharged 3.9-liter V8. The new offering chums out 660 hp at 8,000 rpm. Attached to that is a dual-clutch seven-speed transmission. The 0-60 time is 2.9 seconds, and the 0-124 time is 8.3 seconds. There is a multifunction steering wheel, paddle shifters and minimalist racing seats.

BASE PRICE: \$242,737

OUR OPINION: The symphony of the flat-plane engine is now joined by the twin-turbos, but that isn't exactly a bad thing.

FIAT 500E

HIGHLIGHTS: Fiat's electric 500 comes in two exterior colors, with a 5-inch touchscreen and 87 miles of range. Fiat says it designed the chassis and suspension around the powertrain,



Chevrolet Equinox



GMC Sierra



Dodge Viper ACR



Ferrari 488 GTB/Spider

Chevrolet Silverado





Fiat 500e



Fiat 500x



Ford GT



Ford Focus RS

promising an EV that's actually fun to drive. It charges fully in four hours on a level-two charger setup. Annual fuel costs are said to be less than \$500.

BASE PRICE: \$32,780

OUR OPINION: A stylish Italian ride for an urban audience.

FIAT 500X

HIGHLIGHTS: The 500x shares a platform and powertrains with its Jeep Renegade cousin, which means it gets either a 1.4-liter turbo four making 160 hp and 184 lb-ft of torque or a 2.4-liter four making 180 hp and 175 lb-ft of torque. Front-wheel drive is standard, all-wheel is optional. Three driving modes are offered, as is blind-spot monitoring, rear cross-path detection, a lane-departure warning system, electronic stability control, hill-start assist and a forward collision warning system.

BASE PRICE: \$20,900

OUR OPINION: The best-looking Fiat so far—and the most useful.

FORD FOCUS RS

HIGHLIGHTS: Ford launches its all-wheel-drive Focus in the United States in 2016. The twin-scroll turbo 2.3-liter EcoBoost makes 350 hp and comes standard with a six-speed manual. The suspension is stiffer than the ST, and for visuals, the RS comes with a big wing, wide-open grille and 19-inch alloys. The interior features leather Recaro sport seats.

BASE PRICE: \$36,605

OUR OPINION: This is the hot hatch we've been wanting stateside for years.

FORD GT

HIGHLIGHTS: Ford's return to Le Mans features a twin-turbo EcoBoost 3.5-liter V6 making north of 600 hp. Mated to that

V6 is a twin-clutch seven-speed gearbox. The new GT features a carbon-fiber monocoque, which reduces weight and increases safety. Ford also incorporated more than 50 sensors that process around 100 gb of information per hour.

BASE PRICE: \$390,000 (est)

OUR OPINION: A purpose-built race car with a license plate attached. We can't wait!

FORD SHELBY GT350/R

HIGHLIGHTS: Ford started from scratch with a new 5.2-liter flat-plane crank V8 making 526 hp at 7,500 rpm and 429 lb-ft of torque at 4,750 rpm. It gets the first application of the company's new MagneRide suspension, which enables damping changes to happen in milliseconds. The GT350R is 130 pounds lighter than the standard GT350 and also comes standard with

an air-to-oil cooler and carbon-fiber wheels.

BASE PRICE: \$48,695/\$62,195

OUR OPINION: The new GT350 embodies the spirit that we think ol' Mr. Shelby was striving for.

GMC TERRAIN

HIGHLIGHTS: The Terrain gets new front and rear fascias with more brightwork. New wheel designs and colors are also offered. Engine choices include a 182-hp 2.4-liter direct-injected four-cylinder and a 301-hp 3.6-liter V6, which can tow up to 3,500 pounds. OnStar with Wi-Fi are available, as is a selection of new safety features such as blind-zone alert, rear cross-traffic alert, forward collision warning and others.

BASE PRICE: \$24,995 (est)

OUR OPINION: This is one of the few tough-looking compact



Ford Shelby GT350/R



GMC Terrain

2016 BUYER'S GUIDE



Honda Civic



Honda HR-V



Honda Pilot



Hyundai Tucson

SUVs left in the American market. We're glad it kept its edge.

HONDA CIVIC

HIGHLIGHTS: The 10th-generation Civic gets a 2.0-liter four standard, with a 1.5-liter turbo four optional. Transmission options include either a six-speed manual or a CVT with Honda's G-Design Shift feature. A redesign makes this the most aggressive-looking Civic to date, and it should also be the most technically advanced. With safety in mind, the company added the Honda Sensing suite of safety features. **BASE PRICE:** \$19,500 (est) **OUR OPINION:** The new Civic looks like a big gadget with a turbo attached.

HONDA HR-V

HIGHLIGHTS: The HR-V sits below Honda's strong-selling CR-V in the crossover lineup. All trims get a 1.8-liter four making 141 hp

and 127 lb-ft of torque. Mileage is suitably high at 34 mpg on the highway; front- and all-wheel-drive versions are available. Special double-valve shocks aim to mechanically replicate an adjustable setup at a lower price point. Interior space is good for the segment, as is the standard options list.

BASE PRICE: \$19,995

OUR OPINION: Whether you want it or not, we're having a hard time finding reasons to think the HR-V can go wrong.

HONDA PILOT

HIGHLIGHTS: The Pilot is a practical, tech-laden SUV aimed directly at Americans who need a people-hauler but can't bear being seen in a minivan. It offers a 3.5-liter V6 making 280 hp and 262 lb-ft of torque, all-wheel drive and a six- or nine-speed automatic transmission. The new model lost its boxy looks in favor

of a softer grille and tail. Collision mitigation, rear cross-traffic alerts and other upscale safety features are optional.

BASE PRICE: \$30,875

OUR OPINION: If the prospect of a growing family is upon you, the Pilot is well worth considering.

HYUNDAI SONATA HYBRID/PLUG-IN HYBRID

HIGHLIGHTS: The hybrid gets an estimated 42 mpg with a 2.0-liter four and a 38-kW electric motor. A six-speed automatic is standard in both the hybrid and the plug-in, which uses a 50-kW electric motor and 9.8-kWh battery pack. Both Sonatas have a belly pan and active air shutters in the grille to help cheat the wind.

BASE PRICE: \$26,825/
\$33,000 (est)

OUR OPINION: Hyundai's midsize lineup is set with two prime-time electric players.

HYUNDAI TUCSON

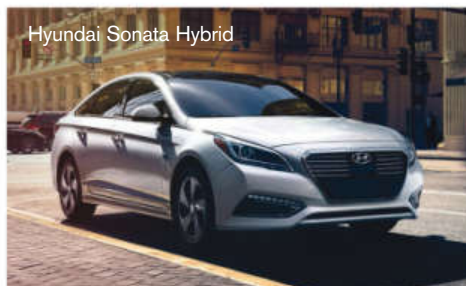
HIGHLIGHTS: The Tucson is all new for the 2016 model year. The exterior takes on a sharper look with a hexagonal grille. Cargo room is up 5 cubic feet, and the fog-light housings now sit below the headlights for a more balanced look. The Tucson offers two four-cylinder engines: A 1.6-liter turbo makes 175 hp and 195 lb-ft of torque, while the 2.0-liter continues with 164 hp and 151 lb-ft.

BASE PRICE: \$23,595

OUR OPINION: A fuel-sipping small-family truckster for those who want a good view and a comfortable ride.

INFINITI QX50

HIGHLIGHTS: Formerly the EX, the new QX50 gets more leg and knee room, and more passenger and cargo volume. A power moonroof is standard, as are heated seats. The QX50 is



Hyundai Sonata Hybrid



Hyundai Sonata Plug-in Hybrid



Infiniti QX50

powered by a 325-hp, 3.7-liter V6 engine, while a seven-speed automatic sends power to the rear or all four wheels. A revised design brings the ute in line with other Infiniti models.

BASE PRICE: \$35,445 (est)

OUR OPINION: A new look and a few extra inches will freshen up the model nicely.

JAGUAR XF

HIGHLIGHTS: Jaguar's second-generation XF dropped 132 pounds off the rear-wheel-drive model and 265 pounds from the all-wheel driver for 2016. There are two supercharged V6s available, making either 340 hp or 380 hp. The eight-speed automatic is standard. Jaguar also added a new version of its InControl Touch Pro infotainment system as standard.

BASE PRICE: \$52,895 (est)

OUR OPINION: A selection of powerful engines makes the XF the go-to German competitor.

KIA SORENTO

HIGHLIGHTS: The Sorento gets a major makeover for the new model year, walking the tightrope between crossover and minivan. Buyers get a choice of three engines, including a 2.0-liter turbo four, a 2.4-liter four and a 3.3-liter V6. Five trim levels are offered. Either two or three rows can be specified. Cargo volume is up, as are wheel sizes.

BASE PRICE: \$25,795

OUR OPINION: A visual refresh is what this model sorely needed.

LAMBORGHINI AVENTADOR SV

HIGHLIGHTS: Lamborghini increased the output of its 6.5-liter V12 to 740 hp. A seven-speed Independent Shift Rod single-clutch transmission mates the engine to the all-wheel-drive system. It's capable of a 0-60-mph sprint in 2.8 seconds and a jaunt to 124 mph in 8.6. Top speed is in excess of 200 mph.

BASE PRICE: \$493,095

OUR OPINION: If you are one of the lucky 500 who will actually get to own one, show it off.

LEXUS GS F

HIGHLIGHTS: Lexus chose a paddle-shifted eight-speed automatic-backed V8 to power its luxury sport sedan. The 5.0-liter makes 467 hp at 7,300 rpm. The GS F features a pre-collision system as standard equipment. It also gets a bigger spindle grille and sharper, smaller head- and taillights.

BASE PRICE: \$70,000 (est)

OUR OPINION: A 5.0-liter V8 is a good way to inject some enthusiasm into an also-ran sedan.

LEXUS RX

HIGHLIGHTS: The Lexus RX gets a new look, with a bigger spindle grille, LED fog lights and LED daytime running lamps. The RX350 has a 3.5-liter V6 delivering 300 hp, while the RX450h



Jaguar XF



Kia Sorento



Lexus GS F

Lamborghini Aventador SV



2016 BUYER'S GUIDE



Lincoln MKX

STEVEN PHAM

hybrid version produces about the same with an Atkinson-cycle engine. The available Lexus Safety System Plus incorporates several of the brand's technologies such as lane-departure warning, pre-collision sensing and more.

BASE PRICE: \$42,000 (est)

OUR OPINION: It's the best-selling vehicle in the brand's 26-year history. Things shouldn't change now.

LINCOLN MKX

HIGHLIGHTS: The MKX midsize comes loaded with safety equipment, including pre-collision assist with pedestrian detection and a five-star rating from the NHTSA. A 3.7-liter V6 continues as the base engine, while upper trim examples get the new 2.7-liter EcoBoost making 335 hp and 380 lb-ft of torque. A Revel audio system can replicate studio or stadium sound.

BASE PRICE: \$39,025

OUR OPINION: We think the MKX finally has a fighting chance against the established players.

MAZDA MX-5 MIATA

HIGHLIGHTS: Mazda shaved 180 pounds off the MX-5 compared to the previous model. The Skyactiv 2.0-liter four is down a hair on power, now making 155 hp, but it nets 27 mpg city and 34 mpg highway. Mazda still manages to push the MX-5 to a top speed of 137 mph. The fourth gen also gets a major redesign with new front and

rear fascias and smoother, sportier body lines.

BASE PRICE: \$25,735

OUR OPINION: The quintessential modern roadster. 'Nuff said.

MAZDA CX-3

HIGHLIGHTS: The CX-3 will slot under the CX-5 as the smallest ute in the company's lineup. Its 2.0-liter Skyactiv-G engine produces 146 hp and 146 lb-ft of torque, good for 35 mpg on the highway in front-wheel-drive trim, 32 mpg highway for all-wheel-drive vehicles. A six-speed automatic is standard. Trims include sport, touring and grand touring. Adaptive headlights, radar cruise control and blind-spot monitoring are optional.

BASE PRICE: \$20,840

OUR OPINION: The CX-5 is one of our favorites; we hope this smaller version is just as good.

MCLAREN 570S

HIGHLIGHTS: The 570S, part of McLaren's Sports Series of cars, is powered by a twin-turbo 3.8-liter V8 sending 562 hp to the rear wheels for a top speed of more than 200 mph. The 570S gets creature comforts like a 7-inch touchscreen, navigation and Bluetooth. A four-speaker stereo system is standard; bigger, better systems are optional.

BASE PRICE: \$187,400

OUR OPINION: A stable of supercars gets one more.



Mazda MX-5 Miata



Lexus RX



Mazda CX-3



McLaren 675LT



Mercedes-Benz
S550 Plug-in



McLaren 570S

MCLAREN 675LT

HIGHLIGHTS: The 675 Longtail made its debut at the New York auto show, channeling the famous F1 GTR Longtail that debuted in 1997. It uses the company's 3.8-liter V8 to deliver 666 hp (675 PS) and is only offered in coupe form. About one-third of the parts have been swapped from the similar-looking 650S. The airbrake/spoiler is 50 percent bigger than that on the 650S, hence the name.

BASE PRICE: \$353,600

OUR OPINION: It's offered in white, red, green and gray, but we'd spec ours in McLaren orange.

MERCEDES-AMG GT S

HIGHLIGHTS: The GT took over where AMG's vertical-door SLS left off. Mercedes introduced the quicker S model first, with the

basic GT coming mid-2016.

Both use a 4.0-liter twin-turbo V8 for power; the GT S delivers 503 hp, while the GT makes do with 456 hp. Top speed is 193 mph for the quicker model, 189 for the lesser trim. A seven-speed paddle-shifted dual-clutch transmission sends power to the rear.

BASE PRICE: \$130,825

OUR OPINION: The lithe AMG GT isn't the hammer the SLS AMG was, but we're not complaining.

MERCEDES-BENZ C350 PLUG-IN

HIGHLIGHTS: Mercedes-Benz brings a hybrid setup to its mass-market C-Class. The standard engine combination is a 2.0-liter four and an 80-hp electric motor. The seven-speed automatic, which also houses the electric motor, is mated to a wet clutch

in lieu of a traditional torque converter. This hybrid is said to get 35 mpg city and 40 highway. Battery range is 20 miles.

BASE PRICE: \$40,000 (est)

OUR OPINION: An affordable Mercedes hybrid? We hope so.

MERCEDES-MAYBACH S600

HIGHLIGHTS: Maybach is now fully under the Mercedes umbrella, building the S-Class to end all S-Classes. Massaging seats, check. Crystal champagne glasses, check. Fold-out foot rests, you bet. The Maybach uses a near-silent V12 for power, making 523 hp and 612 lb-ft of twist. It has enough room for a 7-footer in back, and we wouldn't be surprised to see a few leaving Madison Square Garden after practice.

BASE PRICE: \$191,975

OUR OPINION: The best place to be is in the back seat.

MERCEDES-BENZ S550 PLUG-IN

HIGHLIGHTS: Mercedes-Benz equipped the 2016 S-Class plug-in with a twin-turbo V6 producing 329 hp and an electric motor rated at 114 hp. That amount of power makes this hybrid capable of a 0-60-mph time of 5.2 seconds. A seven-speed transmission with an integrated motor transfers that force to the wheels. The S550 also features the extended pre-entry climate control as standard, which consists of an electrically driven air-conditioning compressor. That allows for a constant temperature inside of the car without an engine running.



Mercedes-Benz
C350 Plug-in



Mercedes-AMG GT



Mercedes-Maybach S600

2016 BUYER'S GUIDE



Mercedes-Benz GLE

BASE PRICE: \$95,000 (est)

OUR OPINION: A 5.2-second 0-60-mph hybrid is always something worth writing home about.

MERCEDES-BENZ GLC

HIGHLIGHTS: The curvy GLC replaces the angular GLK in Mercedes' lineup. Variations will include the standard rear-wheel drive and 4Matic AWD. The GLC starts with the same foundation as the C-Class but gets stretched a bit. The base is labeled GLC300, but like the CLA it will sport a 2.0-liter turbocharged four. A nine-speed automatic swaps cogs. The GLC comes standard with steel springs and electronically managed adaptive shocks.

BASE PRICE: \$39,875

OUR OPINION: The GLC will soon be Mercedes' best-selling SUV—and maybe even the best-selling Mercedes, period.

MERCEDES-BENZ GLE

HIGHLIGHTS: The GLE arrives as the brand's midsize SUV, replacing the workhorse ML. Its 114.1-inch wheelbase is identical to the M-Class, and so are its length and width. The connection to the ML is most obvious in the standard GLE's third roof pillar, which cants forward as it always has on the M-Class. Powerplants include a diesel, V6 and V8.

BASE PRICE: \$52,025

OUR OPINION: It's a great family vehicle and capable of lots of work, including significant towing and off-road use, should anyone be interested.

MERCEDES-AMG G65

HIGHLIGHTS: The 2016 G65 uses the company's AMG-built 6.0-liter twin-turbo V12 to make 604 hp and a whopping 738 lb-ft of torque. It has been on sale in other markets but will head state-



Mercedes-Benz GLC



Mercedes-AMG G65

side next year. Four-wheel drive and a seven-speed automatic are standard. The smug look on your face when you pass the weaker G63 is optional.

BASE PRICE: \$250,000 (est)

OUR OPINION: The timing of the G65 debut is no accident; 2016 is the year that Bentley will debut the powerful Bentayga SUV, likely to have the Continental GT's W12 engine underhood, and Range Rover will have launched its Sport SVR model, as well.

MINI CLUBMAN

HIGHLIGHTS: The Clubman is completely redesigned, growing longer and wider than any other Mini, which leads to more shoulder-, elbow- and legroom than the previous model. It is offered with a manual transmission or an eight-speed automatic, and it gets either a 134-hp three-cylinder or a 189-hp four-cylinder,

both BMW-developed. A foot-activated sensor opens the rear doors when one's hands are full.

BASE PRICE: \$24,950

OUR OPINION: It was tested and engineered on the Nürburgring's old north course. Take that for what it's worth.

MITSUBISHI OUTLANDER

HIGHLIGHTS: The 2016 Outlander debuts the company's "dynamic shield" front end. It comes with new fenders, halogen headlights, LED position lights, 18-inch wheels and more. A new Mitsubishi Multi Communication System navigation and display audio setup also premieres. Mitsubishi says it made more than 100 engineering and design improvements to the platform.

BASE PRICE: \$23,845

OUR OPINION: The marque has a ways to go, but making hundreds of improvements is a good start.



Mini Clubman



Mitsubishi Outlander

NISSAN MAXIMA

HIGHLIGHTS: The Maxima gets a revamped 3.5-liter V6 that produces 300 hp, while returning 22 mpg in the city and 30 mpg highway. A reworked Xtronic CVT transmission sends power to the front wheels. Design is one area where the new Maxima really wants to shine, and the eighth-generation sedan has stayed remarkably close to the Nissan Sport Sedan Concept car that appeared at the 2014 Detroit auto show. There are five basic trim levels.
BASE PRICE: \$33,235
OUR OPINION: We're not yet sold on the looks, but it will be the sportiest Maxima yet.

NISSAN TITAN XD

HIGHLIGHTS: The killer app for the XD is the new Cummins 5.0-liter V8 turbodiesel making 555 lb-ft of torque and 310 hp. The Titan is set to tow more than 12,000 pounds when properly equipped. It's also snowplow capable. Its wheelbase is about 20 inches longer than non-XD models. The double-wishbone front suspension is reinforced and tuned for hard use, and the rigid rear-axle suspension uses hefty leaf springs and leaf bushings, along with twin-tube shock absorbers.
BASE PRICE: \$29,000 (est)
OUR OPINION: It's a mean-looking bugger, and the diesel mill promises to be good.

Nissan Titan XD

PORSCHE BOXSTER SPYDER

HIGHLIGHTS: For 2016, Porsche brings back the Spyder as the top of the Boxster family. Capable of a 4.3-second 0-60-mpg run, the 3.8-liter flat-six churns out 375 hp. Porsche only offers the Spyder with a six-speed manual. Brakes and suspension parts are borrowed from the Carrera S as standard. Aesthetically, this Porsche looks to the past as inspiration, with rounded headlights, deep coves in the quarter panels and a low ride height setting the convertible apart.
BASE PRICE: \$83,095
OUR OPINION: Glad to see our favorite Boxster back on the market.

PORSCHE CAYMAN GT4

HIGHLIGHTS: The GT4 comes with Carrera S's 385-hp 3.8-liter H6. The power is fed through a dual-clutch six-speed transmission. Visually, the Porsche has massive coves in the quarter panels, a sloping fastback roof that feeds into the tail of the car and a classic Porsche front fascia. Twenty-inch wheels are standard, as is a leather-and-faux-suede interior.
BASE PRICE: \$85,595
OUR OPINION: Any more performance and the GT4 will be banging the 911's door down.

PORSCHE 911 GT3 RS

HIGHLIGHTS: Porsche strapped a 4.0-liter flat-six to the 2016 GT3 RS, with all 500 hp sent through



Nissan Maxima



Porsche Boxster Spyder



Porsche Cayman GT4



2016 BUYER'S GUIDE

a seven-speed PDK transmission, making for a healthy 3.1-second 0-60-mph time. Top speed is around 193 mph. The GT3 gets big cooling vents on the front fenders and rear quarter panels to keep the brakes cool. The front looks perfectly Porsche with the classic 911 headlight shape, but the car also features a modern blade-like taillight.

BASE PRICE: \$176,895

OUR OPINION: It's a sad day when the purest of Porsches doesn't come with a manual transmission. Still, we won't complain about getting to try it out.

RANGE ROVER TD6

HIGHLIGHTS: Range Rover adds a 3.0-liter turbocharged V6 diesel to the lineup for both regular and Sport models. The new powerplant delivers 254 hp and 440 lb-ft of torque. It promises a 32 percent improvement in efficiency over the old gasoline V6, coming in at 25 mpg combined. An eight-speed automatic transmission distributes power.

BASE PRICE: \$88,440

OUR OPINION: The EU's been enjoying diesel-powered Range Rovers for years. Now we get in on the action.

ROLLS-ROYCE DAWN

HIGHLIGHTS: The new Dawn only shares 20 percent of its body

panels with the Wraith coupe. Much attention was paid to the roof having a perfectly smooth surface so that the air flows over the car without noticeable wind noise. A 6.6-liter V12 produces 563 hp and 575 lb-ft of torque. An integrated microphone monitors ambient noise, adjusting volume and tone accordingly. **BASE PRICE:** \$300,000 (est) **OUR OPINION:** The show car's orange interior makes us hope Rolls is ditching the mainstream.

SCION iA

HIGHLIGHTS: Scion's new compact sedan is a front-wheel-drive, 1.5-liter-powered social experiment. Behind the 106-hp four is a six-speed manual or a traditional automatic. Scion claims the car is capable of 42 mpg highway and 31 city. The new body shape is interesting, to say the least, considering that it has the same bones as a Mazda 2.

BASE PRICE: \$16,495

OUR OPINION: Who knew someone would want to make a Mazda 2 sedan?

SCION iM

HIGHLIGHTS: The Scion iM only comes in one trim level and is powered by a 187-hp 1.8-liter four. Behind that you can either get a CVT or a six-speed manual transmission. The stick can eke



Porsche 911 GT3



Rolls-Royce Dawn



Scion iA

out 36 mpg highway and 27 city. The CVT gets a 1-mpg bump in both categories. With the rear seats up, the Scion iM has an impressive 21 cubic feet of storage space.

BASE PRICE: \$19,995

OUR OPINION: It's basically a

Corolla wagon, which doesn't sound as cool on paper as it does in our heads.

SMART FORTWO

HIGHLIGHTS: Smart's turbocharged three-cylinder is new for 2016 and produces 89 hp.

Range Rover Td6





Smart ForTwo



Scion iM



Tesla Model X



Toyota Mirai

The ForTwo comes with either a five-speed manual transmission or six-speed dual-clutch. A redesigned chassis allows for a tighter turning radius and more spring travel, as well as an increased track width. The small vehicle comes standard with Crosswind Assist, which will help with blasts of wind on the highway. Smart looks at safety as a priority and offers eight air bags as standard here.

BASE PRICE: \$15,400

OUR OPINION: The tight turning radius is about the only thing going for it.

TESLA MODEL X

HIGHLIGHTS: The Model X crossover gets gullwing rear doors to ease entry and exit. They monitor their surroundings so as not to hit cars parked next to them. Tesla designed the X to share most of its powertrain with the Model S sedan, including the dual-motor, all-wheel-drive configuration and a choice of 70-,

85- and 90-kWh battery packs.

BASE PRICE: \$70,000 (est)

OUR OPINION: The X does everything the S does and holds more cargo.

TOYOTA MIRAI

HIGHLIGHTS: Toyota's hydrogen entry is built on the Prius platform but with more robust steering, braking and suspension, according to the company. The hydrogen fuel cell delivers 151 hp, while only producing water as emissions. Toyota took its new offering into the future with an angular grille and tail, while keeping the rest of the car sleek and round.

BASE PRICE: \$58,325

OUR OPINION: If you live in the green states and want a hydrogen-powered car, this is for you. Otherwise, the lack of filling stations and sheer availability might make the Mirai hard to live with.

TOYOTA RAV4 HYBRID

HIGHLIGHTS: The small RAV4 gets

a new hybrid version after its unveiling at the New York auto show. It shares a chassis with the Lexus NX hybrid, as well as the 2.5-liter Atkinson-cycle four-cylinder. All-wheel drive is standard, and mileage should be in the mid-30s. It benefits from the company's 2016 upgrades, which include a 4.2-inch screen, more USB ports and the available Around View Monitor.

BASE PRICE: \$29,000 (est)

OUR OPINION: The hybrid looks exactly like the standard RAV4, and that's a good thing.

TOYOTA TACOMA

HIGHLIGHTS: The new pickup looks like a buff version of the previous model, which is what Tacoma buyers want. A 2.7-liter four and a 3.5-liter V6 are both available, delivering 159 hp and 278 hp, respectively. Several bed and cab sizes are offered. All Tacomas now ride on the company's 4x4 suspension, leading to 9.4 inches of ground clear-

ance. Mileage is comparable to the new offerings from Chevy and GMC—around 20 mpg combined, with the V6.

BASE PRICE: \$24,200

OUR OPINION: The new Tacoma is quicker, quieter and more comfortable than the old one and should have a good chance of fending off the new competition.

VOLVO XC90

HIGHLIGHTS: At launch, the U.S. XC90 T6 gets a turbocharged and supercharged direct-injected 2.0-liter four-cylinder engine making 316 hp and 295 lb-ft of torque. That Drive-E engine is coupled to an eight-speed automatic driving all four wheels. A more powerful T8 plug-in hybrid model will arrive this fall using the same engine as its gasoline powerplant, along with an electric motor.

BASE PRICE: \$50,795

OUR OPINION: Volvo hopes to undercut its rivals when it comes to out-the-door price and features.



Toyota RAV4 Hybrid



Toyota Tacoma



Volvo XC90

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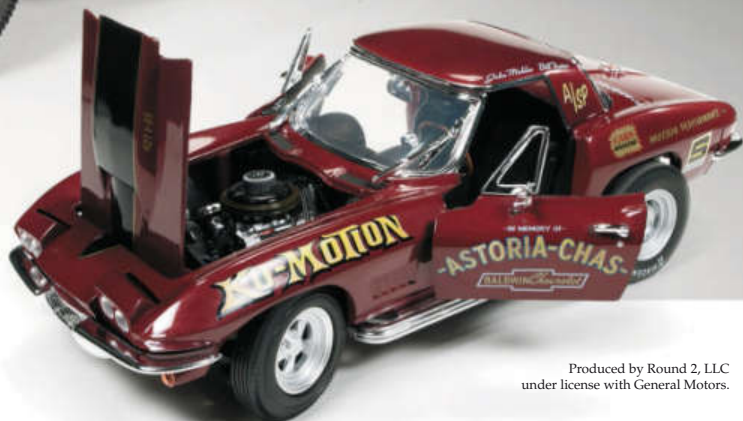
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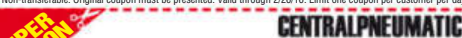
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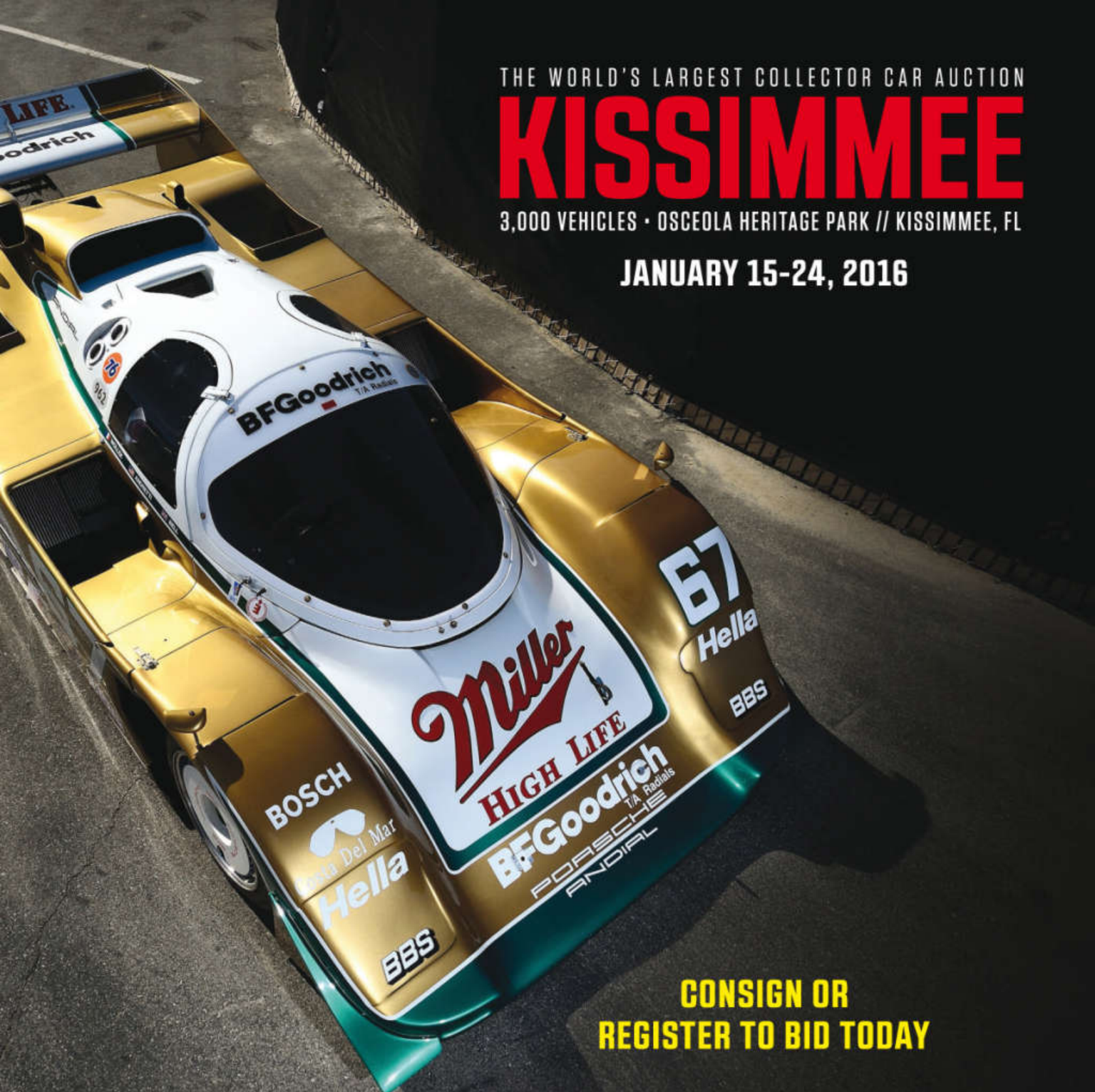
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COMPETITION

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PETIT LE MONSOON

A SOGGY END TO A SOLID SEASON FOR THE TUDOR CHAMPIONSHIP

BY STEVEN COLE SMITH

Q FEW CIRCUMstances make an endurance race more fun than an occasional rain shower or two. Certain drivers excel in the rain, some teams are skilled at making minor tweaks to help the car handle in the wet, and tire manufacturers get a chance to show off their rain tires. But this? This was just ugly.

According to the weather reports, Hurricane Joaquin, churning off the Atlantic coast, was sucking

up all the moisture in the air like a magnet. And while the rain at Road Atlanta was never quite a full-on deluge, it was strong and steady. And the ground was so saturated that the water had to flow somewhere, such as down and across turn four, and along the big right-hander that leads down the hill to the front straight.

So the 10-hour Petit Le Mans Powered by Mazda, the season-ender for the Tudor United SportsCar Championship, never really had a chance. Fans, faced

with the grim forecast, stayed home, and those who came and stuck it out are to be commended, or committed—we're not sure which.

"Racing is supposed to be fun, and I didn't have any fun out there," tweeted Cooper MacNeil, driver of the No. 22 WeatherTech Porsche 911 in the GT Daytona class. It is probably important for MacNeil to have fun, as his father's company becomes the title sponsor for the WeatherTech SportsCar Championship in 2016, when

Top: The Petit Le Mans trophy; above: The ORECA FLM09 Prototype Challenge car of Jon Bennett, Colin Braun and Anthony Lazzaro. Right: Joel Miller and Tom Long manage less-than-ideal conditions in their Mazda Prototype.





Above: The Ferrari 458 Italia of GTD season champs Bill Sweedler and Townsend Bell. Below: Nick Tandy and Patrick Pilet's Porsche 911 RSR. Opposite, top to bottom: João Barbosa, Christian Fittipaldi and Sébastien Bourdais' Corvette DP; the No. 90 Corvette DP spins; GTD race winners Patrick Lindsey, Spencer Pumpelly and Madison Snow.



Tudor shifts to an "official timepiece" role.

With championships to be decided in all four classes, everybody brought their best stuff, but for the most part, it really didn't matter, as all teams were at the mercy of the rain, the frequent caution flags and even a one-hour, five-minute red flag, as crews tried to dig ditches to carry water away from the track. And the lone jet dryer, borrowed from Sebring International Raceway and mounted on the back of a short-bed pickup, looked like a handful for the driver, as the jet appeared to be turning the little Toyota sideways.

They'd blow the water off the front straight, and two minutes later, the pavement was drenched. Race director Beaux Barfield toured the track himself at the wheel of a green Porsche 911 during the red flag and finally turned the field loose again, in conditions really little better than they were when the red flag flew.

Eventually, during a yellow flag as dusk arrived, Barfield called for the checkered flag two hours and eight minutes short of the scheduled 10-hour race. Teams up front were delighted; teams that had recently pitted and thought they had time to drive back up through the field were not.

That said, the right car won—the No. 911 Porsche North America 911 RSR, the overall winner and the GT Le Mans class winner. For the

first time since 2003, when Kevin Buckler's TRG Porsche 911 won the Rolex 24 at Daytona, when the then-fragile Daytona Prototypes all broke, a GT car took the overall victory over the Prototypes.

And in this case, there were no extenuating circumstances. The Porsche team, and the two drivers, Nick Tandy and Patrick Pilet (Richard Lietz is listed as the third driver, but he never got behind the wheel) executed perfectly, aided to some degree by Michelin's rain tires.

Pilet was very good, but Tandy's drives were downright stunning, as the Brit, who also won the 2015 24 Hours of Le Mans in the Porsche LMP1 car, seemed calm and collected and almost oblivious to the weather conditions. Given enough laps, it's likely one of the Prototypes might have run him down, but they would have to go through the No. 24 Team RLL BMW Z4 GTE of John Edwards, Lucas Luhr and Jens Klingmann, which finished second overall and in GTLM.

The win gave Porsche and Pilet the season championship—Tandy missed a couple of races, so he didn't share the championship with Pilet.

In third was the Daytona Prototype No. 5, the Action Express Chevrolet Corvette of João Barbosa, Christian Fittipaldi and their regular third driver for long races, Sébastien Bourdais. That was enough to give Fittipaldi and Barbosa their second championship.





In second in Prototype, fourth overall, was the No. 01 Ganassi Racing Ford Eco-Boost Riley of Scott Pruett, Joey Hand and Scott Dixon. "Strange race, crazy race," said Pruett. "One of the worst since 2001 when we won at Le Mans. We weren't racing out there; we were just trying to survive. There were times you couldn't see, just nothing."

The open-cockpit Prototype Challenge class, arguably the hardest to drive in the rain of the four classes, was won by the No. 52 PR1/Mathiasen entry of Mike Guasch, Tom Kimber-Smith and Andrew Palmer, who seem to excel at the longer races. They were 14th overall. Said Kimber-Smith about his stint in the open-cockpit car, "I don't think I've ever been that wet in my life, even in the shower."

The championship went to the No. 54 CORE Autosport car—all the PCs are Oreca-spec chassis, with Chevrolet V8 engines—driven by Colin Braun, Jon Bennett and Anthony Lazzaro, though Lazzaro crashed, dropping them to 29th overall in the



LAT PHOTOGRAPHIC (6)

36-car field. Braun said he has mixed feelings about open cockpits—on sunny days, on a track like Lime Rock, "I see the guys sweating in the closed-in GT cars, and I think there's nothing better than an open-cockpit car." But on days like this, "I think they are probably looking at us and saying, 'Ha ha!'"

GT Daytona was a tossup, largely decided by pit stops.

The winning team was the late-blooming No. 73 Park Place Porsche 911 GT America of Patrick Lindsey, local-boy-made-good Spencer Pumpelly and helping out, Madison Snow. They finished 17th overall.

The GTD championship went to the No. 63 Scuderia Corsa Ferrari 458 Italia of Bill Sweedler, Townsend Bell and, for this race, Jeff Segal.

Sweedler drove only one lap, "But that's all I needed to get the points," he said. They finished fourth in class, 20th overall.

Certainly, the most disappointed driver had to be Richard Westbrook, who shared the No. 90 VisitFlorida.com Corvette DP with Michael Valiante and, for this race, Mike Rockenfeller. Westbrook, who was leading the points going into the race with Valiante, put the Corvette DP on the pole and drove a stellar opening stint, keeping the No. 90 out front in what appeared to be an effortless drive.

But he turned the car over to Valiante, who spun on a restart on the front straight and had considerable trouble getting the mud-covered car back on track in the slick conditions. Soon after, Rockenfeller spun in a remarkably similar incident. That was the end of the No. 90's championship hopes, and the car finished 12th overall, fifth in class, two laps behind the class- and championship-winning No. 5 Action Express Corvette.



Similarly disappointed was Christina Nielsen, driver of the No. 007 TRG-AMR Aston Martin, who came to Road Atlanta with a scant one-point lead in her quest to become the first female championship winner in a major road-racing series. She and co-drivers Kuno Wittmer and Brandon Davis never had the pace of the top cars in the class and finished 25th overall, ninth in class, deeding over the title to Sweedler and Bell in the No. 63 Ferrari.

The 2015 Petit Le Mans was a farewell to a number of cars, including the entire GT

Daytona field, which moves to FIA GT3 specifications next year. It was also a likely last look at the No. 17 Falken Porsche 911 RSR, driven by Bryan Sellers, Wolf Henzler and, for this race, Patrick Long. Falken is leaving the series, and team owner Derrick Walker, at this point, hasn't found another backer for the team, so it is expected to fold.

The DeltaWing has one more year of eligibility in the Prototype series, but the team would not confirm it would be back next year, as the emphasis turns to the GT car the company introduced at Road

Atlanta. But there's no way it would be ready for the Rolex 24 at Daytona in January.

Also, consider it a done deal that Ganassi drivers Pruett and Hand will be in one of the Ford GT cars under development for the GTLM class, but their No. 01 Prototype, which won the last race at Circuit of the Americas, has another year of eligibility left. It wouldn't be surprising if someone takes over that team for 2016.

Road Atlanta and sanctioning body IMSA can't be faulted for how they handled the tough circumstances they faced trying to get in all 10 hours of Petit Le Mans, but there was no way the drivers could have seen much longer as darkness fell, as the rooster tails the cars were throwing up blinded anyone behind them, and Barfield said he had no "comfort level" to try.

The season didn't end with a whimper, but a sigh, as we consider how good this race might have been had we never heard of Hurricane Joaquin. ☹️

Above: Christina Nielsen, in the Aston Martin V12 Vantage, saw her GTD title dreams slip away. Below: Somewhere in the spray, John Doonan of Mazda throws the green flag at the GT start.



LAT PHOTOGRAPHIC (6)

IT'S A WRAP

2015 TUDOR UNITED SPORTSCAR CHAMPIONSHIP SEASON CHAMPIONS



PROTOTYPE

DRIVERS: João Barbosa, Christian Fittipaldi
TEAM: Action Express Racing
MANUFACTURER: Chevrolet



GT LE MANS

DRIVER: Patrick Pilet
TEAM: Porsche North America
MANUFACTURER: Porsche
TIRE: Michelin



GT DAYTONA

DRIVERS: Townsend Bell, Bill Sweedler
TEAM: Scuderia Corsa
MANUFACTURER: Ferrari



PROTOTYPE CHALLENGE

DRIVERS: Jon Bennett, Colin Braun
TEAM: CORE Autosport



GETTY IMAGES

Bill Brodrick, middle, in victory lane with Bobby Allison and CBS' Ned Jarrett at Daytona in 1982.

FAST FIVE:

Bill Brodrick, aka 'The Hat Man'

IT'S UNLIKELY THAT MANY LONGTIME MOTORSPORTS FANS recognize the name Bill Brodrick. It's just as unlikely that anyone who's ever watched NASCAR, IndyCar or Formula One doesn't recognize "The Hat Man."

No surprise there, since Brodrick was the flamboyant victory-lane ringmaster for 29 years, directing traffic and orchestrating the familiar "hat dance" that made him famous.

A burly 6 feet 3 with swept-back hair, a flowing orange beard, designer shades and rings aplenty, he turned post-race celebrations into performance art.

He told cameramen where to stand and when to shoot. He decided who greeted the winner and in what order. He tossed around sponsors' hats and told crewmen which ones to wear and which cameras were hot. As live television became a force, he ensured that directors got what they needed when they needed it. He became a rock star who signed autographs, had his own trading card and registered "The Hat Man" trademark. He was hailed at speedways around the world and helped the Associated Press at 20 consecutive Super Bowls and during the 1989 inauguration of President George H.W. Bush.

The Cincinnati native worked for Union Oil Co. from 1969 until Tosco bought the company in 1997. When the new regime dismissed Brodrick after NASCAR's 1997 season finale, he retreated to Algonquin, Illinois, to run a tavern near the Fox River.

Brodrick, 77, recently spoke with *Autoweek* about his years in racing and his fondness for the spotlight that made him famous.

Autoweek: How did The Hat Man gig in victory lanes develop?

Bill Brodrick: It started during the first part of the '69 racing season. I was in victory lane with the (Union 76) Race Stoppers, getting publicity shots for the company with the girls and the race winners. I don't remember the specific race where I began guiding and taking care of things. I was working with photographers and TV people, and I knew a lot of them from my time in radio and as a racing writer. It developed as we went along, as I began directing how things should be done so everybody got what they needed from the drivers and the sponsors and the teams. All of a sudden it was like, 'Hey, this is working pretty well,' and everybody liked it. By then, it was maybe midway through that season.

AW: Certainly you didn't know that running victory lane would make you an international personality.

BB: Heavens, no. God, no. I never imagined that. I was just a struggling 30-year-old PR guy getting paid to do my hobby. I



Brodrick and Dale Earnhardt shared many good times in victory lane.

JERRY HANSLIP, LAT PHOTOGRAPHIC

was treading lightly, working 24/7 to get the company's name out there in front of the public. The power of television made me who I became. The nature of what I did—getting drivers out of their cars and getting them and the owners and sponsors in front of the right cameras—got me known. And the fans ... they're the best in the world. They never forgot me and were always happy to see me. They couldn't always get next to drivers and crew chiefs, but they could always get next to me, and I loved it; they made it all happen for me. I was the luckiest guy in the world because I looked forward to it every day for 29 years.

AW: Did Tosco ever explain why they let you go?

BB: No. I had worked for (Union 76) for 29 years and had no idea anything was going to be different in 1998. When I went in two days after the '97 Atlanta race to renew my one-year contract, I was

told I was no longer needed. I really wanted to do another year, sort of a 30th anniversary "victory-lane tour" to say goodbye and thank everybody. I never got that opportunity.

AW: What is your impression of today's NASCAR product?

BB: Frankly, I don't watch it much, but what I've seen is boring. A lot of races are at night, and there are so many options, other things I'd rather watch. I don't know most of the participants so I don't have the personal interest I used to. There seems to be too much corporate control, but the corporate representatives don't seem to be working as hard as we did. I like drag racing because their shows are time-edited and their guys do a fantastic job; they know what they're talking

about. And I like Formula One. It can be boring, too, but I love the technical aspects. I don't watch much sports-car stuff unless Corvettes are running.

AW: What victory-lane moment stands out the most?

BB: Probably Richard Petty's 200th (win) at Daytona in July of '84 with President Reagan there. Richard was the best because he knew exactly what to do. I'd give him some milk and a Goody's in the car, then he'd say, 'OK, Bill, let's get them cats squared away.' The year (1996) Ernie Irvan came back (from serious injuries) to win at Loudon. Anything with Davey Allison and Jeff Gordon because they were always so happy; they enjoyed victory lane. Darrell Waltrip won at Daytona (in 1989) and did that funky little dance, and Alan Kulwicki's first win at Phoenix (1988). Man, we had fun. There are so many good memories.

—AL PEARCE

'TIME FOR A CHANGE'

**TONY STEWART
ANNOUNCES PLANS
TO RETIRE FROM CUP**

■ THREE-TIME NASCAR CHAMPION

Tony Stewart insists his decision to retire after the 2016 Sprint Cup season wasn't impacted by his 2013 season-ending sprint-car crash in Iowa or the 2014 incident that killed fellow sprint-car racer Kevin Ward Jr. in upstate New York. Stewart, who hasn't won since June of 2013 at Dover, said 2017 was simply the right time to step away from Cup racing.

"It's a choice that's 100 percent mine," he told a standing-room-only audience at Stewart-Haas Racing late last month.



Stewart has 48 Cup wins

"There wasn't any pressure from anybody; if anything, it was the opposite. I had more people trying to talk me out of it. It's a scenario where everybody at some point in their career makes the decision that it's time for a change. It's nothing you plan; you just come to that point."

Stewart, 44, also said his recent on-track woes and physical and emotional state played no role. "Zero percent," he said when asked how much the sprint-car incidents were factors. "Not 1 percent did they have anything to do with it. This is strictly what I want to do. My (mangled right) leg feels fine. The tragedy (in New York in August of 2014) ... nothing is going to change that. It happened, but it's not going to direct the rest of my life. And I'm not going anywhere. I'll still race when I want to, just not in Cup."

Clint Bowyer will succeed Stewart in the No. 14 Chevrolet. Bowyer will drive for HScott Motorsports in '16.

—AP

LEADING BY EXAMPLE

LISA NOBLE PRESIDES OVER THE SCCA FROM THE COCKPIT OF HER RACE CAR

BY STEVEN COLE SMITH



RUPERT BERRINGTON (2)

AMONG THE hundreds of racers at the Sports Car Club of America Runoffs this year—held for the first time since 1969 at Daytona International Speedway’s full 3.56-mile, 12-turn road course—there were a handful who may have sounded familiar.

Such as Jim Downing, who, at 73, qualified his Prototype 1 car on the pole for his race, had a distinguished IMSA career with his Mazda-powered Kudzu racing team but is likely to be remembered as a co-inventor, with his brother-in-law, of the HANS device.

Such as Andrew Carbonell, a Mazda racer who was running for the championship in the Continental Tire

SportsCar Challenge series, who took time to compete in the Spec Miata race, where he qualified on the pole, too.

And maybe John Heinricy, who for years was General Motors’ resident hot shoe, developing the company’s fastest production cars during the week and racing them on the weekend. Heinricy won the B-Spec title with a last-lap pass on the big oval in his Chevrolet Sonic. It was his 13th championship.

But the vast majority of the drivers are hometown racers, working out of their garages at home, competing at the local and regional levels to earn an invitation to the Runoffs.

This 52nd edition “is the most exciting, most well-re-



“I’ve never had so many people come up and thank me for racing here. And they want another shot at it.”

—LISA NOBLE

ceived Runoffs that I can ever remember,” said Lisa Noble, SCCA president and CEO, who has been coming to the Runoffs since 1978. “I’ve never had so many people come up and thank me for racing here. And they want another shot at it.”

Noble knows what it’s like out there: She still races in the Volkswagen-powered Formula Vee class, one of the

largest and most competitive of the 28 classes. She finished a respectable 18th out of 30 entries. “Racing here is amazing,” she said. “You’re drafting down the straight and it’s so quiet in the car, it’s surreal. And then, Boom! You start braking for that first corner, and all hell breaks loose.”

It has been years since an SCCA president actively competed, and it gives Noble

a substantial dose of credibility with the membership and the board. Former head of Dodge motorsports Jim Julow said that when he became SCCA president, dealing with the board “was like herding cats, but I think herding cats would have been easier.”

Noble credits the current 13-member board of directors as willing and anxious to change the SCCA's image of being a dated, stodgy organization that changes directions with the speed of turning the Queen Mary. Indeed, there have been multiple, very ambitious moves for the country's largest racing organization.

At the top: Track Night in America, advertised like this: “You and your car. An hour of track time. 4 p.m. to 8 p.m., on a weeknight. From \$100-\$150.”



That may sound like a lot, but for a chance to drive your own car on a real track, with all the safety equipment in place and paid for, it's a bargain.

Backed by the Tire Rack, Track Night ran at 11 tracks across the U.S., from the Milwaukee Mile to Willow Springs International Raceway to Atlanta Motorsports Park.

You get some instruction and three 20-minute sessions,

with drivers divided into Novice, Intermediate and Advanced groups.

You don't have to be an SCCA member, but there are certainly SCCA membership forms available. Noble says Track Night isn't held necessarily to increase membership, “but to grow the number of enthusiasts out there.” Track Night is “revolutionary,” she says, and while it will take a year or two to see if participants move up to ac-

tual road racing, or even autocross, exposure to higher-speed controlled events usually improves a driver's skill level on the street.

Another bold move is shifting the Runoffs to a new track every year, after spending five straight years at Road America (2009-13) and before that three at Heartland Park Topeka (2006-08) and 12 years at the Mid-Ohio Sports Car Course, preceded by 23 years at Road Atlanta.



The SCCA Runoffs made a triumphant stop at Daytona International Speedway after racing last year at Mazda Raceway Laguna Seca in Monterey, California. Next year, the show travels to the Mid-Ohio Sports Car Course in Lexington, Ohio.



RUPERT BERRINGTON (6)

Downing races in the 2015 SCCA Runoffs at Daytona International Speedway.

Moving the Runoffs “energizes us, energizes the members,” she said. It’s back to Mid-Ohio for 2016, then a Midwest date and back to the West Coast—the Runoffs were at Mazda Raceway Laguna Seca in 2014.

After her first full year as head of the SCCA, what has been the best part?

“Being surrounded by the team that gets it,” she says. “I couldn’t be prouder. They get it, and I love ‘em for it.” 🧠



JUST LIKE OLD TIMES

HANS CO-INVENTOR
BACK ON SCCA RUNOFFS
POLE—JUST LIKE 1964

BY ALANIS KING

ON A COLD morning in 1964, a young racer from Atlanta qualified on pole in the inaugural Sports Car Club of America championship Runoffs at Riverside, California.

More than 50 years later, 73-year-old Jim Downing did it again.

For Downing, the details are a bit different this time around—the SCCA Runoffs occurred at Daytona International Speedway rather than Riverside International Raceway, and Downing participated in Prototype 1 competition rather than the developmental Formula Vee class. Probably the biggest difference, though, was that the recent pole position “wasn’t so much a surprise.”

“The first one was really a surprise,” said Downing, who finished fourth in class this year. “I went out there really not knowing a whole lot about the trade. Now, I know a lot more.”

The knowledge comes from being a factory-backed Mazda driver for over 20 years. With five IMSA championships, owning a racetrack and hours of experience at circuits like Sebring International Raceway and the Nürburgring, Downing says he’s come a long way since running soap-box derbies as a kid.

But one thing is far more important to Downing than his racing history, and that’s



Downing

joint involvement in creating the Head and Neck Support device—“HANS” for short, an instantly recognizable acronym in the racing industry.

The idea occurred to Downing during the 1980s, following a hard wreck in Canada and death of close friend Patrick Jacquemart at Mid-Ohio Sports Car Course. Soon after, Downing approached his brother-in-law, engineer Robert Hubbard, with a single question: “How can we prevent this?”

Hubbard went home and got to work. With a few tweaks by Downing, the product was on the market and in Downing’s own race car. But contrary to expectations, it was far from an overnight success.

In the first 10 years, sales were less than 300 total. The pair lost money on each one. Then, Dale Earnhardt Sr. died of a basilar skull fracture on the final lap of the 2001 Daytona 500.

“I took orders the next week,” Downing said. “In one week, I took orders for 250. I had three on the shelf. It was a very hectic year after Mr. Earnhardt died.”

In subsequent years, interest in HANS continued to rise. Downing said when he sold the concept to Simpson Performance Products several years ago, about 180,000 of the restraints were in use around the world. Downing still advises Simpson, but much of his current focus is on making inroads into areas of racing that still lack key safety policies.

Downing said the HANS device is far more often the subject of his conversations at the track than his racing experience. He doesn’t attend a single SCCA event without another competitor bringing it up.

And years later, the stories remain gratifying for him to hear.


“People come up and will tell me a war story of when they had a wreck wearing a HANS device,” Downing said. “It worked and they could tell that it worked, and they were safe.

“And they say, ‘Thank you.’” 🧠

RACING COUP

HAAS F1 TEAM SIGNS
VETERAN LOTUS DRIVER
ROMAIN GROSJEAN TO
LEAD NEW OUTFIT IN 2016

BY ADAM COOPER

 ROMAIN GROSJEAN'S DECISION to sign as driver for the Haas F1 Team was a spectacular endorsement for the fledgling Formula One outfit.

The Frenchman clearly had the possibility to stay on at Lotus as it morphed into a works Renault outfit, and given his nationality and long links with both the manufacturer and main sponsor Total, it's safe to say that the revamped team would have been built around him.

In the end, he decided that he couldn't wait for the "will they/won't they" Renault takeover saga to unfold, and went instead for the firm Haas offer. The U.S.-owned team wanted an experienced driver who is racing in 2015—there was no shortage of candidates who competed in 2014 and were on the sidelines as reserve drivers—and hiring such a highly rated driver, one who appeared to be happy and settled where he was, represents quite a coup.

The key to the story is that it's not just about Haas. By joining what is in effect Ferrari's satellite team, Grosjean has put himself on pole position to replace Kimi Räikkönen at Maranello in 2017. Some sources claim he already has a contract that says that's exactly what will happen, although it seems unlikely that Ferrari would commit so early, and it may be that

it only has an option on his services.

Whatever the case, Grosjean, 29, is clearly thinking long-term, and the risks inherent in joining a new project are balanced with the possibility that it could lead him to one of the most desirable seats in the business.

So how good is Grosjean? He has a solid résumé, and he's earned 10 podium finishes in 78 starts with Lotus. His best career finish was seventh in the standings in 2013. He's generally well regarded in the paddock and has long been mentioned as the guy most likely to move up to one of the top three or four teams. Crucially, he has successfully overcome having the weight of the world on his shoulders following a series of careless mistakes early in his F1 career.


"I think he's established himself, frankly, as the best non-megastar driver," former F1 driver and current TV pundit Martin Brundle told Autoweek. "He's overtaken Nico Hülkenberg. If you lost a (Jenson) Button or whoever and you were looking for an experienced driver who can get the job done, I think Romain is the man. He's looking for a different route, as the Lotus route has failed. Obviously, he'll have a relationship with Ferrari, and he'll get paid, the money will turn up. He's grown up, hasn't he? He learned his lessons, and admitted his faults."

There are dissenters, however. Some point out that at Lotus he's been up against Räikkönen (currently being left behind in the standings by Sebastian Vettel) and the erratic Pastor Maldonado, and

has yet to establish himself as a driver who can win races, let alone championships.

"Nobody knows how good he is, that's the issue," 1997 F1 champion Jacques Villeneuve told Autoweek. "When he was against Fernando Alonso (in 2009), he was useless. Then he went to GP2, came back to F1. He actually had a hard time against Kimi, and he became good once Kimi had enough of Lotus, and then he's had a hard time versus Maldonado."

"He's a good driver, but there's a difference between a good driver and a champion. He's not a Fernando, he's not a Lewis (Hamilton). But he's good enough to be in F1."

Grosjean now has the opportunity to show what he can do. Will success in pushing Haas forward in 2016 lead him to the Ferrari seat that he craves? Only time will tell. 

"He's a good driver, but there's a difference between a good driver and a champion. He's not a Fernando, he's not a Lewis. But he's good enough to be in F1."

—1997 F1 CHAMPION JACQUES VILLENEUVE ON ROMAIN GROSJEAN





Hamilton takes first in Sochi.

NEXT STOP, AUSTIN

DOMINANT MERCEDES CLINCHES SECOND CONSECUTIVE F1 CONSTRUCTORS' CHAMPIONSHIP

BY ADAM COOPER

■ A VICTORY FOR LEWIS HAMILTON in the Russian Grand Prix confirmed Mercedes as Formula One Constructors' Champion for a second successive season—but only after a post-race penalty for Kimi Räikkönen mathematically eliminated Ferrari with four races still remaining in the F1 season.

The first of those final four races—and the first race in which Hamilton can clinch the drivers' title—is Oct. 25 at Circuit of the Americas in Austin, Texas. Hamilton enters the race at Austin with a 66-point lead over second-place Sebastian Vettel. Each race awards 25 points to the winner.

With Ferrari's Vettel and Räikkönen finishing second and fifth in Russia, Ferrari initially scored sufficient points to make Mercedes have to wait for Austin to clinch the Constructors' Championship. However, more than an hour after the flag, the FIA gave Räikkönen a 30-second penalty for punting Valtteri Bottas off the track

on the final lap. Räikkönen dropped back to eighth place, and that was enough to guarantee that Mercedes cannot be beaten, whatever happens in the last four races.

The race victory was the 42nd of Hamilton's career, moving him ahead of Ayrton Senna and into a tie with Vettel for third on F1's all-time list. He also moved closer to his third career title.

"I've been incredibly grateful to be where I am," he said. "I think today is just a happy moment for me. I came here with a positive attitude, which I have at every race. I've been incredibly grateful for the car holding together. In the last few laps, I was just rubbing the cockpit. You know what it's like, you know, and you're like, 'please just hold it together.'"

It was a strange way for Mercedes to get confirmation of a title that has looked to be in the bag since the first race of the season in Australia, but at least the job is done, and the focus moves to resolving the drivers' version. Hamilton leads Vettel 302-236, with Nico Rosberg having slipped to third with 229 points. 🏆

RACING ON TV

FRIDAY, OCT. 30

- NASCAR Sprint Cup practice, Martinsville, Virginia; 6 p.m., NBCSN (S)
- Formula One practice, Mexico City; 11:30 p.m., NBCSN (S)

SATURDAY, OCT. 31

- NASCAR Sprint Cup practice, Martinsville, VA; 10 a.m. and noon, CNBC (L)
- NASCAR Camping World Truck qualifying, Martinsville, VA; 10 a.m., NBCSN (L)
- NASCAR Camping World Truck Series Kroger 200, Martinsville, VA; 1:30 p.m., Fox Sports 1 (L)
- Formula One qualifying, Mexico City; 2 p.m., CNBC (L)
- FIA World Endurance Championship 6 Hours of Shanghai; 11 p.m., Fox Sports 2 (L)

SUNDAY, NOV. 1

- Formula One qualifying, Mexico City; 1 a.m., NBCSN (T)
- NASCAR Sprint Cup Goody's 500, Martinsville, VA; 1 p.m., NBCSN (L)
- Formula One Mexican Grand Prix, Mexico City; 2 p.m., NBC (L)

FRIDAY, NOV. 6

- NASCAR Sprint Cup practice, Fort Worth, Texas; 12:30 p.m., NBCSN (L)
- NASCAR Xfinity practice, Fort Worth, TX; 2 p.m.; NBCSN (L)
- NASCAR Camping World Truck qualifying, Fort Worth, TX; 4:30 p.m., Fox Sports 1 (L)
- NASCAR Sprint Cup qualifying, Fort Worth, TX; 6:30 p.m. (L)
- Winstar World Casino 350, Fort Worth, TX; 8:30 p.m., Fox Sports 1 (L)

SATURDAY, NOV. 7

- Formula E, Putrajaya, Malaysia; 2:30 a.m., Fox Sports 1 (L)
- NASCAR Sprint Cup practice, Fort Worth, TX; 11 a.m., CNBC (L)
- NASCAR Xfinity qualifying, Fort Worth, TX; 12:30 p.m., NBCSN (L)
- NASCAR Sprint Cup practice, Fort Worth, TX; 2 p.m., NBCSN (L)
- NASCAR Xfinity Series O'Reilly Auto Parts Challenge, Fort Worth, TX; 3:30 p.m., NBC (L)

SUNDAY, NOV. 8

- MotoGP Grand Prix of Valencia, Valencia, Spain; 7:30 a.m., Fox Sports 1 (L)
- NASCAR Sprint Cup Series AAA Texas 500, Fort Worth, TX; 2 p.m., NBC (L)

L = live, S = same day, T = tape delay

* All times Eastern

BUT WAIT, THERE'S 'SMOKE'...



TONY'S COMMERCIAL SUCCESS STORY

Tony Stewart is retiring from NASCAR Sprint Cup Series racing as a driver following the 2016 season.

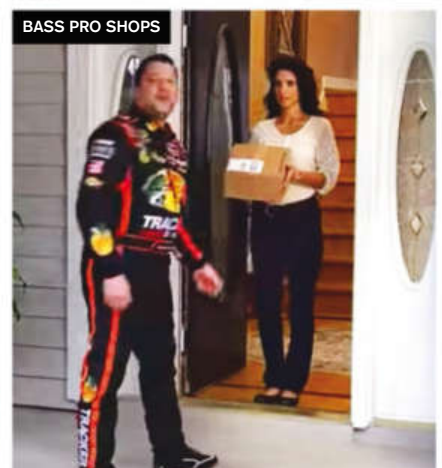
Sure, there's plenty to celebrate when it comes to Stewart's career: three championships, 48 wins, nearly 600 starts. But let's not forget that the man nicknamed "Smoke"—with his brash driving and take-it-or-leave-it persona—also proved to be quite a performer off the track during his long Cup run, with his unique style equaling

mega-marketability.

A sponsor's dream, Stewart was a natural on the small screen. Though, we'd be remiss not to point out that the Olympics spot, while surely a laugh riot at the time, seems super-eeerie now—not to mention his pairing with a certain former Subway spokesman.

Anyway, TStew, best of luck in whatever commercial opportunities you have in your post-racin' career.

See all the pictured ads in video form at bit.ly/aw-stewartads





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